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&c. &c. &c. &c.

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CLIFTON, *August 1, 1827.*

OPINIONS.

If there be one species of knowledge more essential to a merchant than another, it is that he should be acquainted with the various productions of the different commercial countries of the World, and of those which are in demand in them. And when ships are freighted, and commodities sent abroad by those who are destitute of this elementary instruction, the wonder is *not* that they should sometimes calculate wrong, but that they should *ever* calculate right.—*Edinburgh Review*, No. 87.

Mr. Pope's Work is peculiarly valuable, from its containing all the Commercial Treaties and Conventions, which are not to be met with in any other work. It is, indeed, a volume which no Merchant, Statesman, or Legislator, ought to be without; and we are not in the least surprised at the popularity it has attained. The present edition is, however, rendered essentially useful to the Mercantile World, on account of the important alterations that have taken place in our Commercial Regulations. The work also contains two good Maps—one of the World, and the other of Europe; and considering the great body of information it contains, the importance of the subject to which it relates, and the quantity of paper and letter press, it is published at a reasonable price.—*Literary Chronicle*, No 340.

The present Work, in a country so essentially Commercial as England, is of unquestionable worth as a book of reference, in the counting-house, in the ship cabin, and in the law office. It is replete with interesting historical and geographical information, from the most recent sources; is embellished by two fine Maps; and the whole concludes with a complete Index. For ourselves, we have looked into the Work, with no small degree of national pride, as a record of the triumph of British enterprise in every corner of the world; and we award to Mr. Pope the high meed of having "done the State some service."—*Liverpool Kaleidoscope*.

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CHARACTER

OF THE

FIRST EDITION OF THIS WORK.

FROM the summary view which we have taken of this Work, it appears to contain the most important information relative to the nature and management of Commercial Concerns, and to present an interesting display of Commercial Regulations : and, under the impression which it has made on our minds, we can have no hesitation in saying, that it appears entitled to a place in the House of every Merchant, Ship-owner, or other Person, in any respect connected with the Maritime Commerce and Manufactures of the United Kingdom.

TRADESMAN ; OR COMMERCIAL MAGAZINE, April, 1812.

THE prodigious increase of British Trade, with the variety of articles now included in it, has rendered in the Custom House Laws and Regulations a labyrinth not to be safely trod by every one, without assistance. There is some intricacy and more trouble, in passing goods through the London Custom House (for of that we speak, as having the better acquaintance with it) ; but the laws which direct and limit the operation and speculation of Merchants are a much greater source of embarrassment, notwithstanding the readiness of the Commissioners to put the most favourable construction on the conduct of Commercial men of repute. —Like other parts of our Law, they are a mass forming an irregular system ; and whoever attempts to reduce them to order, by which their application to any given subject cannot but be facilitated, performs an acceptable service to the country.

LITERARY PANORAMA, August, 1812.

MR. POPE appears to us to have performed his task well ; and to have compiled a Volume which may be said to supply a good clue to the labyrinth of our Custom House.

MONTHLY REVIEW, Sept. 1812.

WHOEVER remembers the discussion which took place on Mr. Pitt's memorable plan for the simplification of the Duties of Customs, and the eloquent panegyric which Mr. Burke, though at that time in opposition, pronounced on the ability, perseverance, and skill of the Minister, in digesting such a System, and in rendering it intelligible to the plainest understanding, needs no farther information respecting the vast difficulty and labour attending the accomplishment of such a Scheme as that which Mr. Pope has perfected. Of the consequence of a plain, practical, and intelligible abridgement of those complicated Laws, in the execution of which so many thousands of the inhabitants of this Commercial Country are daily and hourly concerned, every man must be aware. It would be a matter of astonishment to us, that there is not one work which affords this desirable information, if we were not fully sensible of the extreme labour and great skill requisite for so arduous an undertaking. Mr. Pope has not been discouraged by this consideration, and he has performed his task with great perspicuity, diligence, and talent.

ANTI-JACOBIN REVIEW, May, 1813.

CHARACTER OF THE SECOND EDITION.

A MOST valuable feature of this edition is the table of Bounties and Drawbacks on British Goods Exported, and which in itself renders this Book of essential utility to the Merchant and Custom House Agent. We can only repeat our high approbation of the manner in which Mr. Pope has executed his task, and we are convinced that the Commercial World in general cannot fail to reap the most important benefits from his meritorious labours.

TRADESMAN ; OR COMMERCIAL MAGAZINE, June, 1814.

THESE Adjudged Cases we deem particularly valuable, as they shew the opinions and feelings of the highest Law Authorities, and therefore may safely be taken as a Directory, and allowed to influence private sentiment.

The whole is a Work of great labour, and no small difficulty. It presents, in as narrow

a compass as possible, a mass of information that entitles it to a place in the Compting-house, where it will be found useful as a Book of reference, on innumerable occasions.

LITERARY PANORAMA, June, 1814.

OUR opinion of the extreme utility of this mass of information, and of the merits of the Compiler, was delivered on the appearance of the First Edition, in our number for May, 1813. The important additions to the present Volume, comprising the whole of the Statutes relating to the Revenue of Excise, East India Trade, Warehousing, Wrecks and Salvage, the several Trading Companies; Proclamations touching War and Peace; Reports of Adjudged Cases, &c. &c. add materially to its value, and reflect credit on the industry, perseverance, and talents of Mr. Pope.

ANTI-JACOBIN REVIEW, Sept. 1814.

CHARACTER OF THE THIRD EDITION.

IN our number for September, 1812, we took sufficient notice of the First Edition of this Work, and gave our testimony to the success with which Mr. Pope had laboured to afford a clue to the Labyrinth of our Custom House Laws. The present Edition contains considerable Additions, relating chiefly to the Excise, the India Trade, and the Regulations under which the Warehousing System has of late years received so considerable an extension; forming now a large and closely printed Volume, and comprising a great mass of materials in a more accessible form than any that we have seen on the subject.

MONTHLY REVIEW, Nov. 1815.

IN our opinion, Mr. Pope is deserving of great credit for his very laborious undertaking; it is a Work that we feel pleasure and confidence in recommending, not only to Officers in the Navy, but likewise to Merchants, and the Masters and Mates of Vessels in their employ; and also to the principal Officers attached to the Customs and Excise, in the Out-ports and abroad; each of whom ought to possess a copy of this extremely useful publication.

NAVAL CHRONICLE, March, 1817.

CHARACTER OF THE FOURTH EDITION.

ALTOGETHER, this is the completest manual of Mercantile Law which has ever issued from the British Press; and the variety, extent, and accuracy of the information it contains, claim for it a place on the desk of every Mercantile Man, as well as every Officer of the Customs and Excise, throughout the British dominions.

LITERARY PANORAMA, Oct. 1818.

CHARACTER OF THE EIGHTH EDITION.

THE utility of Works of this kind is best exhibited negatively, by imagining the misery and mischief which may be consequent upon the want of them. No man can say, that, unassisted, he can act prudently and promptly in Mercantile Transactions, if he is to ransack Libraries and consult Lawyers upon every multifarious occasion which occurs in the course of business. He may mistake or be cheated; and if he chooses to avoid either or both of these, he loses time which may be profitably employed. The only question then that remains is this: Is the work so comprehensively and so accurately executed, as to answer the indispensable purposes of utility and safety? We use the latter term, because modern Acts of Parliament are so clumsily composed, that an appearance of intelligibility and grammar in a compression of them, may lead to a justifiable suspicion, that the almost incomprehensible meaning of the original is not faithfully preserved. (a) We own, therefore, that the neatness, precision, and judgment, of Mr. Pope have alarmed us; but as the Work has passed through Eight Editions, and, of course, been put to most ample test, we have no right to doubt the accuracy of the chart which he has compiled to aid our Navigation through these Rocks and Quicksands.—GENTLEMAN'S MAGAZINE, May, 1823.

(a) It ought not, however, to be expected, says Dr. Johnson, that the stones which form the Dome of a temple should be squared and polished like the Diamond of a Ring.

A LECTURE

ON

SHIPPING, NAVIGATION,

AND

COMMERCE.*

‘THE difficulty of the first address on any new occasion,’ says Dr. Johnson, ‘is felt by every man in his transactions with the world, and confessed by the settled and regular forms of salutation which necessity has introduced into all languages.’ That this assertion is correct, my own feelings, at the present moment, most fully corroborate. However, Dr. Johnson further gives his opinion, ‘that every man, from the highest to the lowest station, ought to warm his heart, and animate his endeavours with the hope of being *useful in the world*, by advancing the art which it is his lot to exercise.’

This consideration has induced me to make the present attempt, notwithstanding the difficulties with which it is beset.

The subject of our inquiry will, I fear, prove to many of my hearers, especially to the ladies, but a rugged and sterile plain. Happy shall I be, if, in traversing it, I may be enabled to strew a few flowers, which may, in some degree, enliven the scene—some fruit to refresh us in the pursuit of knowledge. Still I trust, that even to the ladies it will not be wholly devoid of interest, to consider the first hollow trunk of an oak, in which, perhaps, the shepherd could scarce venture to cross a brook, swelled with a shower, enlarging at last into a ship, setting storms and billows at defiance, and visiting the remotest parts of the globe.

The discoveries of ancient and modern navigators, and the domestic history or tradition, of the most enlightened nations, represent the *human savage*, destitute of laws, of arts, of ideas, and almost of language. From this abject condition, perhaps the primitive and universal state of man, he has gradually arisen to command the animals, to fertilize the earth, to traverse the ocean, and to measure the heavens.

The branch of knowledge to which I wish to direct your present attention, is Political Economy.

This subject is obviously of high importance. It is one also which has given birth to a variety of opinions; (a) one on which men of great talent,

* Originally read before THE BRISTOL PHILOSOPHICAL AND LITERARY SOCIETY.

(a) A very excellent treatise on Political Economy, by Mr. Mill, has lately appeared. The Westminster Review, in speaking of it, says, “This is a work which all who have not read ought to read, and which all who have, should read again. To those who have studied

talent, learning, and research, have bestowed much attention; but one concerning which no general system was ever laid down until that great luminary of science, Dr. Adam Smith, published his *Treatise on the Wealth of Nations*.

Since his time, various theorems have also been raised, touching Political Economy. However diversified they may have been in their nature, no person, I believe, has yet been found hardy enough totally to reject the doctrine laid down by Dr. Smith. In the present day, the principles of Adam Smith are, in truth, in many cases, matured and brought into action. To my mind, what Newton is in Astronomy—what Shakspeare is in the Drama—what Euclid is in Mathematics—what Homer is in Poetry—that also is Adam Smith in Political Economy.

In its enlarged sense, ‘The wide, the unbounded prospect lies before us,’ and even in its more limited sense, within the scope of our present inquiry, it is one of great extent and intricacy, so much so, that it will be requisite to confine my remarks on it within the smallest possible compass.

I propose, therefore, briefly to define the nature of Political Economy—to mark out a few of the epochs that have arisen—and to give, to the best of my ability, a sort of panoramic or bird’s-eye view of it, as existing at the present day.

Dr. Adam Smith says, ‘Political Economy, considered as the branch of the science of a statesman or legislator, proposes two distinct objects: first, to provide a plentiful revenue or subsistence for the people, or, more properly, to enable them to provide such a revenue or subsistence for themselves: and secondly, to supply the state or commonwealth with a revenue sufficient for the public services. It proposes to enrich both the people and the sovereign.’

‘The different progress of opulence in different ages and nations, has given occasion to two different systems of Political Economy, with regard to enriching the people. The one may be called the system of Commerce; the other, that of Agriculture.’

The system to which our inquiry will be restricted, is the one of Commerce; and more especially that part of it which is now generally denominated *Foreign Trade*. (a)

Trade is obviously coeval with the world itself. We are told in Sacred History, that ‘man shall eat his bread by the sweat of his brow,’ and that ‘God sent him forth to till the ground.’

Providence, however, in compassion to mankind, has mitigated this decree in a variety of ways. By labour, literature is advanced—by

died the subject of which it treats, and to those who have not, it presents an equal fund of pleasure an instruction.”—*West. Rev. No. IV.*

An able pamphlet on the same subject, by Mr. M'Culloch, has been recently published.

My remarks, however, are to be understood with reference only to the general style of those works and not to the particular doctrines they espouse.

(a) See an excellent definition of the terms Trade, Traffic, and Commerce, in “Crabb’s Synonymes.”

labour,

labour, the arts and sciences are cultivated—and by labour, health is promoted. Labour is, in truth, the basis upon which the whole system of Political Economy is built. ‘Every thing in the world,’ says Hume, (a) ‘is purchased by labour; and our passions are the only causes of labour.’

Perhaps a more striking instance of the salutary effects of labour, both mental and bodily, cannot be found than in this very spot. Here, after the toil of the day, the merchant can retire to taste the fruits of his industry in the cultivation of his intellectual powers, by which man is so eminently distinguished from the rest of the creation.

Let us hope, that in this Institution, which has commenced so favourably, the latent germ of genius may be brought forth—the buds of maturer talent be opened—and the rich harvest of ripened intellect be nourished and preserved.

Bristol can boast of the birth of a Canynge (b)—a Cabot (c)—a Colston (d)—a Southey (e)—a Lawrence (f)—a Bailey (g)—a Yearsley—a More (h)—a Freeling (i)—and a Chatterton. (k)

‘The roll of her citizens,’ as remarked in the address of the Corporation of Bristol to the Earl of Liverpool and Mr. Canning on their recent visit here, (l) ‘has been from time to time adorned with the names of warriors, statesmen, and princes; of persons the most illustrious in rank and the most eminent in talent.’ His Lordship, in reply, said, that ‘no commercial body excelled the ancient and loyal city of Bristol, in devotion to the King and in obedience to the Laws.’

It would be invidious to point out by name the numerous individuals resident in this city and the neighbourhood, who are distinguished by talent and learning, as I see many of them before me; but I trust I may, without impropriety, say, in the language of an amiable and eminent, but deceased writer, Mr. Tobin, (m) also a native of this city,

Let their deeds proclaim them,

Their actions are their heralds.

(a) Essay on Commerce.

(b) Five times mayor of Bristol, and afterwards turned priest.

(c) The first discoverer of the continent of America. In the year 1552, he was governor of the company of the Merchant Adventurers of Bristol.

(d) The founder of numerous and extensive charitable institutions. His birth-day is annually celebrated in Bristol, by public dinners, and by the distribution of alms.

(e) The poet laureat. (f) The King’s painter. (g) A sculptor of great merit.

(h) Mrs. Hannah More, eminent for her piety and religious publications.

(i) Secretary of the General Post Office.

(k) Chatterton, an unfortunate poet, whose fate and performances have excited in no small degree the public attention. He was born at Bristol, Nov. 20, 1752, and educated at the charity-school founded by Colston, before-mentioned. Chatterton was the son of the sexton of St. Mary, Redcliff, and articulated clerk to an attorney. The literary controversy respecting him and Rowley is not yet determined.

(l) These distinguished statesmen and cabinet ministers having been at Bath for a short time, the mayor, aldermen, and corporation of Bristol, took the opportunity of inviting them to a public dinner, which they accepted; and Wednesday, Jan. 12, 1825, was the day fixed for the occasion. They were received with much state, and expressed themselves highly gratified with their entertainment.

(m) Author of the ‘Honey Moon,’—‘Curfew,’ and other dramatic works.

But to return from this digression. We find that very soon after the creation ‘Abel was a keeper of sheep, but that Cain was a tiller of the ground—that Jabel was the father of such as dwell in tents, and of such as have cattle—that Jubal was the father of all such as handle the harp and organ, (a) and that Tubal Cain was an instructor of every artificer in brass and iron.’ These were clearly the first herdsmen, musicians, and mechanics. Their time being occupied in such capacities, it is obvious that only a part of them could find much leisure to cultivate the earth. It is probable, therefore, that the herdsman exchanged some of his possessions for the instruction of the musician, or the implements of the mechanic. Hence, I establish the corollary that trade was originally carried on by barter.

Communication, in the early ages, was kept up by caravans or companies of travelling merchants, as is recorded in 37th chapter of Genesis, ‘A company of Ishmaelites came from Gilead, with their camels, bearing spices, and balm and myrrh, going to carry it down to Egypt.’

By degrees, the system of barter extended itself as families increased and separated; and what was at first practised only in one spot, spread itself wider and wider, till at last, under certain modifications, it has extended over all the kingdoms of the earth.

Necessity, natural or artificial, is the real cause and support of trade and navigation. Without trade and literature combined, there can be no nation; without science and commerce, no bond of nations. (b)

The first idea of a ship is given us in sacred history. We are there told that ‘God commanded Noah to make an ark of gopher wood, and to pitch it within and without with pitch.’ From the apocryphal authority of Sanchoniatho we learn, that Ousous, one of the most ancient of the Phœnician heroes, took a tree which was half burnt, cut off its branches, and was the first who ventured to expose himself on the waters after the general deluge. Of the authenticity of this, however, there is some doubt. All the certain information we possess respecting the Phœnician ships is, that they had two sorts, one for commercial, the other for warlike purposes. (c)

According

(a) Dr. Blair says, ‘Man is both a musician and poet by nature.’ The ancients, however, have recorded that music derived its origin from a philosopher, who stood listening to the strokes of a hammer on an anvil.

(b) See Introduction to the ‘Encyclopedia Metropolitana;’ a national work of the very first character now publishing in parts.

(c) A *fac simile* of the ancient navy of the aboriginal Britons is at this day to be found in its primitive simplicity on the waters of the Wye and Towey, and still known by its ancient appellation of coracle, and used in the salmon fishery near Caermarthen.

The form of the coracle is nearly oval, flattened at one end like the keel of a common boat; its length is usually from five to six feet, its breadth about four. The frame is formed of split rods plaited like basket-work, and covered on the outside with a raw hide, or with strong coarse flannel rendered water-tight by a thick coating of tar. The fisherman sits on a narrow board fastened across the middle, and thence guides his vessel with a paddle. It holds only one person with convenience; and it is carried to and from the water, strapped on the back of its owners. Its usual weight is 40 or 50lb., though a Welsh proverb describes it as much heavier, *Llwyth gwr ei gorwg*: his coracle should be a man’s load.

Gesner, in his beautiful poem of ‘The First Navigator,’ represents a lover meditating on

According to Herodotus, the Egyptian ships were made of thorns, twisted together, and their sails of rush mats. Conjecture, however, as well as history, warrants us in believing that rafts were the most ancient mode of conveyance on the water; and even in the time of Pliny they were extensively employed, especially in the navigation of rivers. Boats formed of slender rods or hurdles, and covered with skins, seem also to have preceded the canoe or vessel made of a single piece of timber.

To a native of Lydia, the Greeks ascribe the invention of boats of planks. Among some nations, leather was the only material used in the formation of ships. Even in the time of Cæsar, the Veneti, a people of Brittany, made their sails of hides and their tackle of thongs. The Greeks also, in early ages, used the common rushes of their country, and the Carthaginians the spartum or broom of Spain.

Illi robur, et æs triplex,
Circa pectus erat, qui fragilem truci
Commisit pelago ratem
Primus. *Hor.*

The first ship that ever sailed on the sea, as some report, was named *Argo*. The derivation of the word has often been disputed; but it seems probable that it is from *Argos*, the person who originally proposed the expedition of the Argonauts, and who built the ship. She had fifty oars. According to many authors, says Lempriere, she had also a beam on her prow. The expedition commenced about 79 years before the taking of Troy, or 1263 B. C. Orpheus was one of the Argonauts, of which celebrated expedition he wrote a poetical account, still extant.

The earliest anchors were doubtless large stones, logs of heavy wood, or any ponderous substance that might be at hand. At present, the shape of anchors is pretty nearly the same in most parts of the civilized world, and, except in a few instances, where copper is used, iron is the material employed in their construction.

According to Diodorus, the Phœnicians, in their first voyages to Spain, having obtained more silver than their ships could safely hold, employed some of it, instead of lead, for their anchors. The cables were made of leather thongs, afterwards of rushes, the osier, the Egyptian byblus, and similar materials. The Veneti, however, used iron cables. The chain cable, therefore, of which we boast as an invention of the present day, was

on the banks of a river, desirous of crossing it to obtain a sight of his mistress. He views floating on the stream a vast trunk of an old tree, hollowed by age: a timid rabbit escaped from the hunter, wrapt in some green branches, lies in it. The winds blow it to the shore near the young lover. This accident first teaches him to trust himself in hollow wood. He says, 'An animal first taught me to swim in the trunk of a tree: from animals, I will learn the means to perfect this new invention. I will make wooden feet, wide as those of the swan, and fix them at the side of the hollow trunk; these form the oars.'

known to a nation of savages in Gaul so far back as the time of Cæsar. In the days of Agricola, sails were made of flax; towards the end of the first century, hemp was in common use among them for sails and ropes.

It is the generally received opinion, that the Britons, at the time of the invasion by Cæsar, had no ships but such as were made of light and pliant wood, with ribs of hurdles, covered and lined with leather. They had indeed masts and sails; the sails as well as the ropes were also made of leather, consequently they could not be furled, but when requisite were bound to the mast.

If we give credit to poets and poetical writers, we shall find Neptune covering the Mediterranean sea with his mighty fleets, as admiral, under his father Saturn, supposed, according to Locke, to be Noah, as Neptune is to be Japheth; and to him is ascribed the first building of ships with sharp stems, or heads shod with iron or brass, to run against other ships and split them, and with towers on them for men to fight when they came to lie board and board.

The Phœnicians, who are the same the Scriptures call the Philistines, certainly were the earliest and ablest mariners in those first ages. They made the greatest discoveries of any nation,—they planted colonies of their own in most of those countries so discovered, and settled trade and commerce in the most distant regions.

Of comparatively little avail, however, was either trade or shipping, when the mariners durst not venture out of sight of land, lest they should be left in the trackless ocean without any certain guide to point out their course; or, as Dryden expresses it,—

Rude as their ships was navigation then,
No useful compass or meridian known;
Coasting, they kept the land within their ken,
And knew no north but when the pole-star shone.

The finding out of the mariner's compass is usually ascribed to Flavio Gioia, a Neapolitan, about the year 1302; and hence it is, that the territory of Principato, which makes a part of the kingdom of Naples, where he was born, bears a compass for its arms. Others say, that Marcus Paulus, a Venetian, making a journey to China, brought back the discovery with him in 1260. In the embassy of Lord Macartney to the Emperor of China, this latter assertion seems to be confirmed. 'It has been thought,' he says, 'that the needle has its chief tendency to the north pole: but in China, the south alone is considered as containing the attractive power. The Chinese name of the compass is *ting-nan-ching* or needle pointing to the south, and a distinguishing mark is fixed on the magnet's southern pole, as in European compasses upon the northern one.'

Anaximander, a Milesian philosopher, first invented geographical maps and sun-dials, about five hundred years before Christ. The fifteenth

teenth century is distinguished by the great improvements which were made in their construction.

Sheathing of ships is, I believe, pretty generally considered to be absolutely new; but two instances of it are recorded by ancient writers. Leo Baptista Alberti, in his book of architecture, mentions that Trajan's ship was raised out of the lake of Riccia, where it had lain sunk and neglected for above thirteen hundred years,—that the pine and cypress of it had lasted most remarkably. On the outside, it was built with double planks, daubed over with green pitch, caulked with linen rags, and, over all, a sheet of lead fastened on with little copper nails. Here we have caulking and sheathing together, above sixteen hundred years ago. The other instance we find in Purchas's Pilgrims, where he gives an account of the finding of a great town, in a dock of which was a pinck of eight or ten hundred tons burden, sheathed all with iron. This was about the year 1613.

We are told in the New Testament, 'there went out a decree in the days of Cæsar Augustus, that all the world should be taxed.' (a) Gibbon informs us, that 'in the reign of Augustus and his successors, duties were imposed on every kind of merchandize, which, through a thousand channels, flowed to Rome, the then great centre of opulence and luxury; and in whatsoever manner the law was expressed, it was the Roman purchaser, and not the provincial merchant, who paid the tax.' (b) The rate of the customs varied from the eighth to the fortieth part of the value of the commodity; and we have a right to suppose, that the variation was directed by the unalterable maxims of policy: that a higher duty was fixed on the articles of luxury, than on those of necessity; and that the productions raised or manufactured by the labour of the subjects of the empire were treated with more indulgence than was shown to the pernicious, or, at least, the unpopular commerce of Arabia.' Pliny's observation, 'that the Indian commodities were sold at Rome at a hundred times their original price, may give us some notion of the then produce of the customs, since that original price amounted to more than eight hundred thousand pounds.'

The earliest regular table of English custom duties is contained in the Act of 12th Charles II. It is well known, that these duties have gone on increasing from time to time; and that in the present day, they are to the nation a fruitful source of revenue, and to the statesman an engine by which many of the ablest schemes of Political Economy are regulated.

'The excise, introduced by Augustus after the civil wars,' we farther learn from Gibbon, 'was extremely moderate, but it was general. It seldom exceeded one per cent.' 'Our excise tax took its origin,' says Blackstone, 'in the reign of Charles II. An excise was granted

(a) Luke ii. 1.

(b) The moderns follow this rule with a vengeance—every thing falls on the consumer.

on certain commodities for the King's life, in lieu of the military tenures ; there was also granted to the Crown an hereditary excise on certain other commodities.'

These are the chief points which the limits of my plan will allow me to touch on, with regard to the *origin* of Shipping, Navigation, and Commerce. I proceed, therefore, in a very succinct manner, to trace out their *progress* from the early ages to the present time.

Volumes might be, and indeed have been, occupied in the History of Commerce alone : it is obvious, therefore, that in this sketch, as has been before remarked, only the very prominent parts can be at all noticed.

During the 12th and 13th centuries, the commerce of Europe was almost entirely in the hands of the Italians, more commonly known in those ages by the name of *Lombards*. Companies, or societies of Lombard merchants, settled in every different kingdom. They became the carriers, the manufacturers, and the bankers of Europe. One of these companies settled in London ; and thence the name of *Lombard Street*.(a)

English commerce, however, prior to the end of the fifteenth century, was comparatively of trifling extent and amount. It was confined chiefly to articles of raw produce, and to woollen goods. The improvement of the woollen manufacture,—the establishment of companies of merchant adventurers,—and the settlement of foreign merchants, are the chief causes which tended at this period to foster the trade of Britain with other nations.

By an Act of Parliament, passed in the 12th year of the reign of Henry VII. (1497), we learn, that England then traded with Spain, Portugal, Bretagne, Ireland, Normandy, France, Seville, Venice, Dantzic, Eastland, Friesland, and some other parts. In a licence granted by Henry VII. to the Venetians, woollen cloth, lead, tin, and leather, are specified as the chief exports. From this document, it also appears, that there resided in, or traded to England, the following foreign merchants : viz. Genoese, Florentines, Luccans, Spaniards, Portuguese, Flemings, Hollanders, Brabanters, Burgundians, Germans, Hanseatics, Lombards, and Easterlings. The exports of England were sent as far north as the Baltic, and to all the rest of Europe as far south and east as Venice : but this export trade was chiefly carried on by foreign capital and foreign ships, the English merchants having as yet ventured but little from home.

In 1605, English ships began to be preferred to those of Venice and other nations for the carrying trade in the Mediterranean.

The first notice of any trade between England and Africa occurs in the year 1526, when some merchants of Bristol, which at this period was undoubtedly one of our most enterprising cities, traded by means of

(a) The first regular banker in London was Mr. Francis Child, goldsmith, who began business soon after the restoration.

Spanish ships to the Canaries. Their exports were cloth and soap, for the manufacture of which, even at this early period, Bristol was celebrated.

We find that, in 1530, there was some little trade between England and Brazil: this is the first notice that can be traced of any commercial intercourse with this country and the new world. The first voyage was from Plymouth. In 1540 and 1542, the merchants of Southampton and London also traded to Brazil. This trade continued till 1580, when it was stopped by Spain getting possession of Portugal.

Sugar plantations were first formed in Barbadoes, in 1641, and the other islands soon followed its example in cultivating sugar.

The American plantations, as they were then called, increased greatly in commerce; and in the year 1670, they employed nearly two-thirds of all our English shipping. Trade with Newfoundland, Carolina, Virginia, and Pensylvania, flourished most about this period.

In the reign of Queen Elizabeth, the trade with India sprung up. The first English ship sailed to the East Indies in the year 1591; its object, however, was not commercial, but hostile, the Portuguese being then our adversaries. Even in this respect it was not successful. An important epoch in the history of our intercourse with India is the year 1614. Sir Thomas Roe, whom King James sent as ambassador to the Mogul, then obtained from him important privileges for the East India Company.

The commercial history of this country towards the commencement of the seventeenth century is marked by having given rise to the earliest contention of which there is any notice, about the carrying of naval stores as contraband of war, in neutral ships, to a belligerent.

This, on the limited scale I have proposed, brings us down to the eighteenth century.

The events of this period have been so rapid, so important, and so extensive, that the mind, in contemplating them, is almost lost in the immense scene which bursts upon it. Whether in a political or a commercial point of view, it towers above every age recorded in history. Many of these events are fresh in our minds, and it needs no common hand to record them with justice. I almost shrink from the task; but, confiding in your liberality, I am tempted to proceed.

Although our Society has rejected, and, in my opinion, very wisely rejected, the topic of Politics from this place, yet I may, perhaps, be permitted to glance at the vast influence which both the American and French wars have had upon our commerce. At one time, and that not at a distant time, we were at war with the whole of Europe, and also with America. Napoleon levelled his cannon more at our trade than at our soldiers and sailors. The Berlin and Milan Decrees, and the numerous stratagems which were resorted to by our enemies to root out our trade,

are still in our recollection. ‘Ships, colonies, and commerce, are what I want,’ said Napoleon. Happily, however, for all the nations of the earth, the tumult of war has ceased,—in its stead a general peace prevails, and

All the clouds that lower’d upon our land,
In the deep bosom of the ocean buried. (a)

Shakespeare. (Richard III.)

Perhaps not the most unpleasing part of our task will be to take a view of our commercial system, as existing at the *present* moment.

The opening of the East India trade to private individuals stands foremost in the list of alterations in our Commercial Code. That this trade was almost exclusively confined to the East India Company since the year 1595, during the reign of Queen Elizabeth, is well known.

However advantageous this may ultimately prove to the traders to the East, it appears from the evidence of an able writer, Mr. Mill, (b) as well as from public testimony, that great credit must be given to the East India Company for the judicious manner in which their commercial affairs have uniformly been conducted.

The celebrated Act of Navigation has been revised and newly modelled. This Act took its rise during the Commonwealth, and was afterwards confirmed by King Charles II. For the last century and a half, the Navigation Act was considered by the generality of mercantile people as the sort of charter by which all our commercial and maritime rights and privileges were sustained. Adam Smith, however, was not of this opinion.

In the year 1822, the law commonly called the ‘Warehousing Act’ was revised. The original Warehousing Act was framed, under the direction of the Lords of the Treasury, by my able and worthy friend and patron, the late Mr. Frewin, Chairman of the Board of Customs.

For a period of considerably more than half a century, Mr. Frewin was engaged in the public service, and during a great portion of that extended period, he was occupied with official business of the first importance. Having had the honour of being his private secretary for some years, I can safely say, that

He has done the State some service, and they know’t,

Shakespeare. (Othello.)

(a) Greece, however, seems likely to prove some exception to this remark.

(b) See his History of British India.

I feel great satisfaction in paying this small tribute of respect and gratitude to Mr. Frewin's memory.

The leading feature of the Warehousing Act is to defer the payment of duties formerly due to the King at the time of importation, and to allow goods to remain, under certain regulations, in warehouses, or other places, until it may suit the parties to remove them either for exportation or home consumption.

Mr. Huskisson, President of the Board of Trade, has for a series of years made great and beneficial exertions concerning the law of shipping in particular, and the commerce of the country in general.

By the late Earl of Liverpool, the system of ship-registry was first fully matured. Multifarious causes, chiefly springing out of the late war, had, however, rendered that system, in some degree, inapplicable to the present day. Mr. Huskisson has revised the registry laws, and, under the sanction of Parliament, has presented them to us in a new form, applicable to the commencement of the nineteenth century.

It is well known with what almost paternal care the present Earl of Liverpool long watched over our commerce, and how much it is indebted to him, for talent and experience.

My object, however, is not to pronounce an eulogium on public characters; but merely to point out any very particular circumstances connected with our Statesmen which have had a powerful influence over the commerce of the country. In saying this, I trust I have not exceeded the bounds of propriety, either with regard to Ministers, or to Parliament, by whom the measures brought before them have been adopted.

In the year 1824 an entirely new principle was introduced into the economy of our foreign trade, and which affects in no slight degree the interests of some of our staple manufactures.

This principle is to abolish prohibitions on import, and bounties on export.

The union with Ireland has wrought a great change in our commerce. Ireland, in her trade, has lately been placed upon the same footing as Great Britain. This had been partially done at the time of the union. However, the full consummation of the measure, in a commercial point of view, had not been before accomplished.

A system of reciprocity in our intercourse with foreign nations, has been recently adopted. The ships of those kingdoms that choose to avail themselves of the advantages may now enter British and Irish ports upon the same terms as ships of the United Kingdom; and on the other

hand, our vessels may enter into the harbours belonging to those foreign nations upon the same terms as if built and navigated by their own countrymen.

The legislative sanction which has been given to our trade with the Independent States of South America opens a channel of great importance to us. Fresh sources of enterprise are likewise presenting themselves in Australia.

In the Session of 1825, the progress of revision and improvement has, if possible, outstripped former periods. Not only have the Laws of the Customs been reduced to a few in number, but great and important alterations have been effected in principle. The high prohibitory duties on Import have been lowered, and the whole system revised.

But the most striking change is the one that has been made touching the British Possessions abroad. These are now treated in every respect as an integral part of the United Kingdom (a).

During the session of 1826, an important rule was adopted, *viz.* that various goods shall not be deemed to be imported from any particular place, unless they be also imported *direct* from such place.

In the year 1827, a material alteration has again been made in the Navigation Laws, by striking out several of the articles which, for a long period, have been prohibited to be imported under certain circumstances, and by substituting others.

Touching some of the new Shipping regulations, public opinion is somewhat divided. Laws are of a general nature, and the interest of individuals may not always appear *prima facie* to be promoted, though eventually they may prove to be so. It has been asserted, however, that the recent changes were not a matter of choice, but of necessity, arising out of the new order of things consequent upon the restoration of the General Peace. I have endeavoured as much as possible, to confine myself to facts, and shall therefore, only further remark, that this necessity has been admitted by some of those, who are usually considered the sternest opposers of Government.

Hitherto my remarks, from the nature of the subject, apply chiefly to the male sex.

Feeble and ineffective must be any science, however otherwise exalted, which does not bring within its scope the comforts, and I had almost said, the luxuries of woman.

O! woman, lovely woman, nature form'd thee
To temper man, we had been brutes without thee.—*Otway.*

‘ In

(a) See page 598.

‘In this country,’ says Addison, ‘the single dress of a woman of quality is often the product of a hundred climates. The muff and the fan come together from the different ends of the earth. The scarf is sent from the torrid zone, and the tippet from beneath the pole. The brocade petticoat rises out of the mines of Peru, and the diamond necklace from the interior of Indostan.’

It was stated, in the early part of these remarks, that, in the primitive ages, traffic was carried on merely by barter, and that the first navigation was conducted by a single hollow tree, or a simple raft of wood. Let us now compare that traffic and that navigation with the traffic and navigation of only our own country, as existing at the present day.

In the reign of Edward III. the total value of all the commodities exported in one year was reckoned at £294,184, and of all the imports only £38,970, sums less than the value of goods now frequently entered in one day.

From the official accounts of the year ended 5th of January, 1827, it appears that the number of vessels employed in the foreign trade of the United Kingdom, was 12,473 British and Irish, and 5,729 foreign, making a total of 18,202 vessels. The burthen of these was 2,644,746 tons, and the sailors were in number 152,931.

From the same source we find that the total value of imports into the United Kingdom amounted to £37,714,021, The exports of British and Irish produce and manufactures were in value £40,963,030. Of foreign and colonial merchandize, £10,079,627. In all, the exports amounted to the immense value of £51,044,658.

Can any other nation or people show us any thing like this? Well may we say ‘her merchants are princes, her traffickers are the honourable of the earth.’

Thus have I exhibited to you an outline of a few of the most remarkable features in the history of shipping, navigation, and commerce. The limits of my paper will not allow me, as I stated at the outset, to notice many circumstances of considerable interest. Such, however, as the remarks are, I submit them to you, in the full confidence that you will make due allowance for the intricacy and magnitude of the subject, and agree with Pope that we should

In every work regard the writer's end,
Since none can compass more than they intend.

Before I conclude, allow me to remark that our resources and greatness have been the theme of some of our ablest writers and orators; still eloquence on this subject seems almost inexhaustible. ‘Commerce,’ said Mr. Canning, on his recent visit to this city, ‘is the connecting link in

the social chain, and it had been his chief endeavour in his correspondence with foreign nations to convince their governments of the eternal truth, that *the world is wide enough for all its inhabitants*—it is a field for the exertions of man—a field which yields the surest and best reward for all his labour.

Examine every corner of the globe from the arctic regions to the southern pole. Over the whole world the British flag triumphantly waves. Where, let me ask, is the spot to which British commerce does not reach? By means of British ships are the divine truths of revelation spread to the uttermost parts of the earth.

The past history of mankind does not record an empire so extensive and so powerful, so wealthy and so great, as that of the United Kingdom. On her vast territories, during every season of the year, the sun never sets. As the evening rays forsake the groves of Honduras, his morning beams strike the spires of Calcutta; and three hours before they sink from the population of Montreal and Jamaica, they gladden the British subjects on the western shores of New Holland. The British flag is never struck.

Can we refrain then from exclaiming, in the language of Sir Walter Scott, in the Lay of the Last Minstrel,

Breathes there the man with soul so dead,
Who never to himself hath said,
This is my own my native land?

CHARACTER OF THIS LECTURE.

Although Mr. Pope treats his subject in a pleasing and familiar style, which in our opinion is a great recommendation, his essay evinces considerable research as well as discrimination; and those who have read much on the subject of the essay under consideration will here meet with some historical facts with which they were, in all probability, not previously acquainted.—*Liverpool Kaleidoscope*.

This lecture does not partake of the dryness almost proverbially ascribed to treatises bearing that uninviting title. Mr. Pope's little tract is both amusing and instructive, and he has evidently brought with him much correct information upon the subject of which he treats, the fruit of well-directed study and matured reflection. He has traced the art of ship-building and navigation, from their infancy to the present period, in a manner equally ingenious and interesting; and the brief view that he takes of our existing commercial greatness is emphatic and gratifying.—*Critical Gazette*.

The lecture of Mr. Pope, who, from his official situation and attention to the subject, is very intimately acquainted with the commerce of the country, was read before the Bristol Philosophical and Literary Society. It contains a brief and rapid but interesting view of the origin and progress of shipping, with an account of the new laws for regulating our commercial intercourse with other countries.

This pamphlet, though very small, contains many curious facts, and much interesting information connected with the commerce of this country.—*Literary Chronicle*.

Mr. Pope's lecture is ingenious and eloquent.—*Gentleman's Magazine*.

ABBREVIATIONS.

ABBREVIATIONS.

Terms in this Book.

His Majesty
 His Majesty in council. ...
 The lords commissioners of
 the treasury
 The lords commissioners of
 the admiralty.....
 Commissioners of customs.
 Commissioners of excise ..
 East India company.....
 Limits of the East India
 company's charter.....
 Collector and controller...
 Officer
 Ship.....
 Master of a ship
 Owners and Owner of a
 ship.....
 Mate of a ship.....
 Seaman
 British possessions.....
 Warehouse.....
 King's warehouse.....

Legal Construction.

His Majesty, His heirs, or successors.
 His Majesty, by and with the advice of his privy council.
 The lords commissioners of His Majesty's treasury for the
 time being, or any three or more of them.
 The lord high admiral of Great Britain, or the commis-
 sioners for executing the office of lord high admiral of
 Great Britain for the time being, or any three or more
 of them.
 Commissioners of His Majesty's customs for the time be-
 ing, or any four or more of them.
 Commissioners of His Majesty's excise for the time being,
 or any three or more of them.
 United company of merchants of England trading to the
 East Indies.
 All places and seas eastward of the Cape of Good Hope to
 the straits of Magellan.
 Collector and controller of the customs of the port intended
 in the sentence.
 Such officer for the time being.
 Ship or vessel to be considered as synonymous, unless such
 term be used to distinguish a ship from sloops, brigan-
 tines, and other classes of vessels.
 Person having or taking the charge or command of such
 ship.
 One owner of a ship, if there be only one, and any or all
 the owners, if there be more than one.
 Person next in command of such ship to the master.
 Seaman, mariner, sailor, or landsman, being one of the
 crew of a ship.
 Colony, plantation, island, territory, or settlement belong-
 ing to His Majesty.
 Any place, whether house, shed, yard, timber, pond, or
 other place, in which goods entered to be warehoused,
 upon importation may be lodged, kept, and secured
 without payment of duty, or although prohibited to be
 used in the United Kingdom.
 Any place provided by the crown for lodging goods therein
 for the security of the customs.

DIRECTIONS

FOR

Restoring to Life Persons apparently Drowned.

Make the greatest exertion to take out the body before one hour elapses, and adopt the following rules, viz.

The body not to be held up by the heels; nor rolled on casks, or other rough usage; avoid the use of Salt, in all cases of apparent death.

1. Convey carefully the body, with the head raised, to the nearest convenient public house.

2. Strip, and dry the body:—Clean the mouth and nostrils.

3. Young Children:—put between two persons in a warm bed.

4. Adults:—lay the body on a blanket or bed, and in cold weather near the fire. In the warm season air should be freely admitted.

5. Gently rub with flannel sprinkled with spirits, and a heated warm pan, covered, to be lightly moved over the back and spine.

6. To restore breathing.—Introduce the pipe of a pair of bellows (when no apparatus) into *one* nostril; close the mouth and the *other* nostril; then inflate the lungs, till the breast be a little raised; the mouth and nostrils must then be left free. Repeat this process till life appears.

7. Tobacco smoke to be thrown gently up the fundament, by means of a tobacco pipe, taking care the bowl of the pipe be covered, so as to defend the mouth of the assistant, and also not to hurt the part where the pipe is applied.

8. The breast to be fomented with hot spirits: if no signs of life appear, the warm bath; or hot bricks, &c. applied to the palms of the hands, and soles of the feet.

9. Electricity to be *early employed* by a medical assistant.

10. The breath is the principal thing to be attended to.

GENERAL REMARKS.

1. On signs of returning life, the assistants are most earnestly advised to apply the restorative means with great caution, so as to nourish and revive the languid signs of life. A tea spoonful of warm water may be given: and if swallowing be returned, warm wine, or diluted brandy. To be put into a warm bed, and if disposed to sleep, will generally awake restored to health.

2. The plans above recommended are to be used for three or four hours. It is an absurd and vulgar opinion to suppose persons as irrecoverable, because life does not soon make its appearance.

3. Electricity and bleeding never to be employed, unless by the direction of the Medical Assistants.

PRESERVATION FROM SHIPWRECK.

Mr. Egerton Smith, of Liverpool, has just published a work entitled, “Desultory Suggestions for Preservation from Shipwreck.” It contains much valuable information in a small compass. *Price 2s. 6d.*

ABSTRACT of the Net Produce of the Revenue of the United Kingdom, in the Years ended 5th January 1824, and 5th January 1825.

	Year ended 5th Jan. 1824.	Year ended 5th Jan. 1825.
Customs	11,498,755	11,327,738
Excise	25,342,827	26,768,039
Stamps.....	6,801,950	7,244,041
Taxes,—under the Management of the Commissioners of Taxes.....	6,206,932	4,922,070
Post Office	1,462,692	1,520,615
One Shilling and Sixpence, and Four Shillings in the Pound, on Pensions and Salaries.....	61,357	61,374
Hackney Coaches, and Hawkers and Pedlars.....	53,880	57,134
Crown Lands	966	966
Small Branches of the King's Hereditary Revenue	4,273	5,188
Surplus Fees, regulated Public Offices..	39,717	39,887
Poundage Fees, Pells Fees, Casualties, &c.	10,207	9,748
Total Ordinary Revenue	<u>£51,483,556</u>	<u>£51,956,800</u>
Repayment by the Emperor of Germany	766,667	1,733,333
Imprest and other Moneys.....	298,700	385,158
Repayments, on account of Advances in Ireland for Public Improvements....	128,603	160,901
Total Revenue.....	<u>£52,677,526</u>	<u>£54,236,192</u>
Applied as Consolidated Fund	49,162,028	51,215,360
To pay off Exchequer Bills charged on Annual Duties.....	3,000,562	3,006,012
Applied as part of the Ways and Means of the Year	514,936	14,820
Total.....	<u>£52,677,526</u>	<u>£54,236,192</u>

For the Year ended 10th October, 1825, see next page.

ABSTRACT of the Net Produce of the Revenue of Great Britain in the Years ended the 10th of Oct. 1824, and 10th Oct. 1825; showing the Increase or Decrease on each Head thereof.

	1824.	1825.	Increase.	Decrease.
	£.	£.	£.	£.
Customs	10,278,243	14,306,152	4,027,909	—
Excise	24,319,852	21,620,714	—	2,699,138(a)
Stamps	6,673,874	6,997,016	323,142	—
Post Office ..	1,439,000	1,501,000	62,000	—
Taxes	4,880,106	4,975,340	95,234	—
Miscellaneous	309,017	363,565	54,548	—
	47,900,092	49,763,587	4,562,833	2,699,138
		Deduct Decrease	2,699,138	—
		Increase on the Year	1,863,695	

(a) This decrease may, in a great degree, if not entirely, be accounted for by the transfer of duties from the excise to the customs.

AN ACCOUNT of the Value of all Imports into, and of all Exports from the United Kingdom of Great Britain and Ireland, During each of the Three Years ending the 5th January 1825 (calculated at the Official Rates of Valuation, and stated exclusive of the Trade between Great Britain and Ireland reciprocally;) distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandise Exported:—Also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported therefrom, according to the Real and Declared Value thereof.

Years ending 5th January.	Value of Imports.		Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandise.		Total Exports.		Value of Produce and Manufactures.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
1823.....	30,530,663	0 6	44,236,593	2 4	9,227,589	6 11	53,464,122	9 3	36,968,964	9 9
1824.....	35,798,707	5 1	43,804,372	18 1	8,603,904	9 1	52,408,277	7 2	35,458,048	13 6
1825.....	37,547,826	15 4	48,735,551	2 5	10,204,785	6 4	58,940,336	8 9	38,396,300	17 3

NEW VESSELS BUILT.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, that were built and registered in the several Ports of the British Empire, in the Years ending the 5th January 1823, 1824, and 1825, respectively.

	1823.		1824.		1825.	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage
United Kingdom	564	90,928	594	63,151	799	91,083
Isles Guernsey, Jersey, and Man	7	605	10	637	38	2,136
British Plantations.....	209	15,611	243	22,240	174	21,968
Total	780	67,144	847	86,028	1,011	115,187

VESSELS

VESSELS REGISTERED.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the Years 1822, 1823, and 1824, respectively.

	On 30th September 1822.			On 30th September 1823.			On 30th September 1824.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
United Kingdom	20,756	2,288,999	147,529	20,573	2,275,995	147,058	20,803	2,321,953	149,742
Isles Guernsey, Jersey, } and Man	482	26,404	3,788	469	26,872	3,680	477	26,361	3,806
British Plantations	3,404	203,641	15,016	3,500	203,893	14,736	3,496	211,273	15,089
Total	24,642	2,519,044	166,333	24,542	2,506,760	165,474	24,776	2,559,587	168,637

VESSELS EMPLOYED IN THE FOREIGN TRADE.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to all Parts of the World (exclusive of the Interchange between Great Britain and Ireland respectively) during each of the three Years ending 5th January 1825.

Years ending 5th January	INWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
1823.....	11,087	1,663,627	98,980	3,389	469,151	28,421	14,476	2,132,778	127,401
1824.....	11,271	1,740,559	112,244	4,069	582,996	33,828	15,340	2,323,555	146,072
1825.....	11,731	1,797,089	108,686	5,655	759,672	42,126	17,386	2,556,761	150,812

Years ending 5th January	OUTWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
1823.....	10,023	1,539,260	95,998	2,843	457,542	25,394	12,866	1,996,802	121,392
1824.....	9,666	1,546,976	95,596	3,437	563,571	29,323	13,103	2,110,547	124,919
1825.....	10,156	1,657,270	103,085	5,025	746,729	38,782	15,181	2,403,999	141,867

ON THE ORIGIN OF MONEY,

AND THE

NATURE OF EXCHANGE.

HAVING, under the names of the several Countries and Places with which the Foreign Trade of the United Kingdom is carried on, given statements of the moneys belonging to them, it may not be amiss to furnish here a few remarks on the origin of money in general, and on the nature of Exchange.

In the rude ages of society, cattle are said to have been the common instrument of commerce; and though they must have been a most inconvenient one, yet in old times we find things were frequently valued according to the number of cattle which had been given in exchange for them. The armour of Diomede (says Homer) cost only nine oxen; but that of Glaucus cost 100 oxen. We are told by Pliny, upon the authority of Timæus, that till the time of Servius Tullus, the Romans had no coined money, but made use of unstamped bars of copper to purchase whatever they had occasion for. Seneca informs us that there was anciently stamped money of leather, *coriam forma publica impressum*. And the same thing was put in practice by Frederic II. at the siege of Milan. It is well authenticated, that, in the year 1574, the Hollanders coined great quantities of paste-board.

To prevent abuses, to facilitate exchanges, and thereby to encourage all sorts of industry and commerce, it has been found necessary, in all countries that have made any considerable advances towards improvement, to affix a public stamp upon certain quantities of such particular *metals* as were in those countries commonly made use of to purchase goods. Hence the origin of coined money.

The value of money has been settled by general consent to express our wants and our property, as letters were invented to express our ideas; and both these institutions, by giving a more active energy to the powers and passions of human nature, have contributed to multiply the objects they were designed to represent.

By degrees an improvement was made even in coined money, and the mode of remittances and exchanges by *Bills* was adopted.

When

When the *Exchange* between two places, such as London and Paris, is at *Par*, it is said to be a sign that the debts due from London to Paris are compensated by those due from Paris to London. On the contrary, when a *Premium* is paid at London for a bill upon Paris, it is said to be a sign that the debts due from London to Paris are not compensated by those due from Paris to London, but that a balance in money must be sent out from the latter place; for the risk, trouble, and expence of exporting which, the premium is both demanded and given. But the ordinary state of debt and credit between those two cities must necessarily be regulated, it is said, by the ordinary course of their dealings with one another. When neither of them imports from the other to a greater amount than it exports to that other, the debts and credits of each may compensate one another. But when one of them exports to that other, the former necessarily becomes indebted to the latter in a greater sum than the latter becomes indebted to it. The debts and credits of each do not compensate one another, and money must be sent out from that place of which the debts overbalance the credits. The ordinary *Course of Exchange*, therefore, being an indication of the ordinary state of debt and credit between two places, must likewise be an indication of the ordinary course of their Exports and Imports, as these necessarily regulate that state.

The ordinary state of debt and credit between any two places is not always entirely regulated by the ordinary course of their dealings with one another; but is often influenced by that of the dealings of either with many other places.

The just and true exchange for moneys, by bills, is *par pro pari*, or value for value.

In foreign exchange, one place always gives another a fixed sum or piece of money for a variable price; the former is called the *certain price*, and the latter the *uncertain price*. Thus, London is said to give to Paris the *certain* for the *uncertain*, that is, the Pound sterling for a variable number of Francs; and to Spain the *uncertain* for the *certain*, that is, a variable number of Pence sterling, for the Dollar of exchange. The uncertain price, as quoted at any time, is called the *Rate*, or *Course of Exchange*.

When the demand in London for Bills on Paris is great, a smaller number of Francs is given for the Pound sterling, and the contrary; and when there is a demand for Bills on Spain, a greater number of Pence sterling must be given for the Dollar, and the contrary.

The *Par of Exchange* may be considered under two general heads, *viz.* the *Intrinsic Par* and the *Commercial Par*, each of which admits of subordinate divisions.

The *Intrinsic Par* is the value of the money of one country compared with that of another, with respect both to weight and fineness.

The

The *Commercial Par* is the comparative value of the moneys of different countries, according to the weight, fineness, and market prices of the metals.

Thus two sums of different countries are *intrinsically* at par, when they *contain* an equal quantity of the same kind of pure metal; and two sums of different countries are *commercially* at par, when they can *purchase* an equal quantity of the same kind of pure metal.

EXPLANATION
OF THE
COURSE OF EXCHANGE,
AS IN
LLOYD'S LIST.

ALSO THE PAR, USANCE, AND DAYS OF GRACE, WITH RESPECT TO
LONDON.

Tuesday, October 4, 1825.

	Course of Exchange.	Par about.	Explanation.	Usance.	Days of Grace.
Amsterdam	12. 4	12. 9	Flor. & St. ₧ £. Ster.	1 m d	6
Rotterdam	12. 5	12. 9	Flor. & St. ₧ £. Ster.	1 m d	6
Antwerp ..	12. 4	12. 9	Flor. & St. ₧ £. Ster.	1 m d	6
Hamburgh	37. 2	34. 3	Sh. & D. Flem. ₧. Ster.	1 m d	12
Frankfort ..	151	140	Batzen ₧ £. Sterling.	14 d s	4
Paris.....	25. 35	25. 20	Francs & Cms ₧ £. Ster.	30 d d	—
Madrid....	37	39	Pence Ster. ₧ Dol. of Ex.	2 m d	14
Gibraltar ..	31	34½	Pence Ster. ₧ Cur. Dol.	2 m s	3
Leghorn ..	49¾	49	Pence Ster. ₧ Piastre.	3 m d	—
Genoa	44¾	45½	Pence. Ster. ₧ Piastre.	3 m d	—
Venice	27	26. 30	Ital. Livres ₧ £. Ster.	3 m d	6
Malta		53½	Pence Ster. for 30 Tari.	30 d s	3
Naples	40¼	41½	Pence Ster. ₧ Ducat.	3 m d	3
Palermo ..	122	124	Pence Ster. ₧ Oz.	3 m d	—
Lisbon	51	67½	Pence Ster. ₧ Milree.	30 d d	6
Rio Janeiro	50	67½	Pence Ster. ₧ Ditto.	30 d d	6

From the above columns it appears that the Exchange between London and the three first places is nearly at par.

Also that Hamburgh, Frankfort, and Paris, give more than the par for the Pound sterling, and hence the Exchange is in favour of London; and with regard to Madrid, Gibraltar, and Genoa, they receive less than par from London for their moneys respectively.

It should likewise be observed that when the Exchange is favourable to a place, it is only so to the Buyer and Remitter of Foreign Bills; but unfavourable to the Drawer and Seller. Thus the interest of each party is identified with that of the place where his funds are: and hence an unfavourable rate of Exchange in any place operates as a premium for the exportation of goods, and is, so far, an advantage to that place.

RULE.

REDUCING FOREIGN MONEY INTO ENGLISH, AND *vice versa*.

Dutch Money is reduced to English by saying,—As the given Rate of Exchange, to £1 sterling, so the given Dutch to the Sterling sought: and Sterling is reduced to Dutch by reversing this rule.

This rule will apply in all cases by merely substituting the Money of other countries with the Rate of Exchange.

EXAMPLES.

Reduce 8,132 Guilders or Florins, 16 Stivers, into Sterling; Exchange at 10 Current Florins, 8 Stivers per Pound Sterling.

(= 34s. 8d. Flem.)

G. S. L. St. Guil. Stiv.	Reverse Rule.
If 10 8 : 1 : 8132 16	L. G. S. L. Guild. Stiv.
20 20	As 1 : 10 8 :: 782 : 8132 16.
— £	When the Price is given in Flemish, say,
208 208)162656(782	L. St. Fl. St.
1456	As 34 8 : 1 : 8132 16
1705, &c.	6 20
	208 208)162656(7822

COURSE OF EXCHANGE, TUESDAY, OCT. 4, 1825.

Amsterdam C. F.	12 4	Barcelona	36
Ditto at Sight	12 1	Seville.	36½
Rotterdam 2 U.	12 5	Gibraltar	31
Antwerp	12 4	Leghorn.	49¾
Hamburgh 2½ U.	37 2	Genoa	44¾
Altona 2½ U.	37 3	Venice.	27
Paris, 3 days sight	25 35	Malta	
Ditto 2 U.	25 65	Naples	40¾
Bourdeaux	25 65	Palermo the oz.	122
Berlin	7	Lisbon	51
Frankfort on Main Ex. M.	151	Oporto	51
Petersburgh, <i>Rble</i> 3 U.	9¾	Rio Janeiro	50
Vienna effective <i>p. 2 M.</i>	10 2	Bahia	52
Trieste do.	10 2	Buenos Ayres	45½
Madrid	37	Dublin	9½
Cadiz	37	Cork	9½
Bilboa.	36¾		

FOREIGN STOCKS, TUESDAY, OCT. 4, 1825.

Austrian Bonds, 5 per cent.		Mexican, 5 per cent	71 ex d
Brazilian Bonds		Do. 1825, 6 per cent	
Do. Scrip 9 ½ d		Do. Scrip, 1825, 6 per cent.	10¾ d
Buenos Ayres, 6 per cent		Neapolitan 5 per cent	
Chilian, 6 per cent		Do. 5 per cent. 1824.	
Colombian, 6 per cent 75¾		Peruvian, 6 per cent.	67½ 8
Do. 1824. 74 5 ½		Do. Scrip, 1825, 6 per cent.	
Danish, 5 per cent		Portuguese, 5 per cent	
Do. Marks Banko, 5 per cent.		Prussian, 5 per cent	
Do. Scrip, 1825		Do. 1822, 5 per cent.	
Greek Bonds		Russian, 1822, 5 per cent	
Do. Scrip, 1825, 5 per cent. 23¾ 3 4 d		Spanish 5 per cent Consols	16½ ¾ ½
Guatemala Scrip 4½ 4 d		Do. 1823.	

BULLION,

BULLION, the oz. TUESDAY, OCT. 4, 1825.

Portugal Gold, in coin	0	0	0
Foreign Gold, in bars.....	3	17	6
New Doubloons	0	0	0
New Dollars.....	0	4	11½
Silver, in bars, standard.....	0	5	1

BRITISH STOCKS, Oct. 4, 1825.

Bank Stock.....	225	India Stock	264
3 per Cent. Reduced.....	87	Ditto Bonds	14 p
3 per Cent. Consols	87½ 88	Exchequer Bills, 2d.....	par 1 p
3½ per Cent.	95	Ditto small.....	—
Assented	—	Ditto 1½d.	—
4 per Cents. 1822	102¾ ¾ ½	Consols for Oct. Acc.	88½ 8 ¼ ½

CURRENCY.

Currency of United Kingdom. From the 5th January, 1826, the currency of Great Britain is hereby declared to be the currency of the whole United Kingdom of Great Britain and Ireland; and from the commencement of this act, all receipts and payments, and all gifts, grants, contracts, bargains, sales, agreements, and stipulations, and all written bonds, bills, notes, drafts, acceptances, receipts, acknowledgments, undertakings, or securities for money, and all transactions, dealings, matters, and things whatsoever relating to money, or involving or implying the payment of money, or the liability to pay any money, which shall be had, made, or entered into in any part of the United Kingdom, shall be made and entered into according to such currency of Great Britain, so becoming the currency and lawful money of the United Kingdom of Great Britain and Ireland, and not according to any currency, or as money hath been or may be valued in any particular part of the said United Kingdom, or in any other manner than according to such currency of the United Kingdom, except as hereinafter is specially provided; and all such receipts, payments, gifts, grants, contracts, bargains, sales, agreements, stipulations, bonds, bills, notes, drafts, acceptances, acknowledgments, undertakings, securities, transactions, dealings, matters, and things, shall be taken to be made and entered into according to such currency of Great Britain, so becoming the currency and lawful money of the United Kingdom of Great Britain and Ireland, and in reference to money of the value and description circulating in Great Britain at the time of the passing of this act, unless the contrary be proved to have been the intention of the parties concerned. 6 Geo. 4. c. 79. § 1.

Fractional Parts. Whenever, at any time after the commencement of this act, upon the calculation of any amount of money converted into British currency from Irish currency, there shall be any fraction of a British penny, not exceeding four fifty-second parts of a penny, no sum of money

money whatever shall be demanded or paid on account of any such fraction; and in all receipts and payments whatsoever, public or private, of any amount of money converted into British currency from Irish currency, upon the calculation of which amount there shall appear any fraction of a British penny, exceeding four fifty-second parts of a penny, the several fractions of eight, twelve, and sixteen fifty-second parts of a penny shall be considered as equivalent to one farthing; and the fractions of twenty, twenty-four, twenty-eight, and thirty-two fifty-second parts of a penny shall be considered as equivalent to one halfpenny; and the fractions of thirty-six, forty, and forty-four fifty-second parts of a penny shall be considered as equivalent to three farthings; and the fraction of forty-eight fifty-second parts of a penny shall be considered as equivalent to one penny; and the sums of one farthing, one halfpenny, three farthings, and one penny, British currency respectively, shall and may be demanded and taken and received, and shall be paid and satisfied in British copper coin, in all receipts and payments whatever of the amount of any such money so converted into British currency from Irish currency, as equivalent and equal to the said several beforementioned fractions of a British penny respectively; and all sums under the amount of twelve-pence Irish currency shall and may be demanded, taken, and received, and shall be paid and satisfied in British copper coin; and the amount of the fractions of a penny, which shall result on converting such sums of Irish currency into British currency, shall be calculated and paid in manner hereinafter directed according to the several rates aforesaid. § 5.

After Proclamation, as to British Silver and Gold Coins. From such day after the commencement of this act, as shall be named and appointed in and by any proclamation which shall be made and issued for that purpose by His Majesty, by the advice of his privy council in Great Britain, and by the Lord Lieutenant of Ireland, by and with the advice of His Majesty's privy council in Ireland, the several silver and gold coins of Great Britain shall circulate and be current in Ireland at the same nominal as well as real value as in other parts of the United Kingdom, and shall be taken, paid, accepted, and computed, as representing and divisible into the like number of pence, and as representing the like nominal sum of money as such coins are respectively current for and are divisible into, and do represent, in Great Britain, and not as current for or as representing or divisible into any greater number of pence, or as representing any greater nominal sum of money than the same are current for, or are divisible into, or do represent in Great Britain. § 11.

When Irish Copper Coin shall be brought into Bank and exchanged, and the Irish Copper Coin shall cease to circulate. From such day as shall be named and appointed by any proclamation, which shall be made and issued for that purpose, by His Majesty, by the advice of His Majesty's privy council in Great Britain, and by the Lord Lieutenant of Ireland, by
the

the advice of His Majesty's privy council in Ireland, it shall be lawful for any person having any copper coin or money of the currency of Ireland, and passing after the rate of thirteen pence or twenty-six halfpennies for the shilling British currency, to bring any such copper coin, and to deliver the same at the bank of Ireland, during such period and within such time as shall be mentioned and specified in such proclamations; and there shall be delivered at the said bank of Ireland, to every person bringing in and delivering such copper coin of the currency of Ireland, a sum in the current copper coin of Great Britain, after the rate of twelve-pence of such British copper coin, for every thirteen pence or twenty-six halfpence of such copper coin of the currency of Ireland, so to be brought and delivered at the said bank of Ireland; and from and after a day to be mentioned in such proclamations as aforesaid, all copper coin of the currency of Ireland shall cease to be current in Ireland, or in any part of the United Kingdom. § 12.

How Sums under 12d. Irish Currency shall be paid. From 5th January, 1826, the sums of one farthing, one halfpenny, three farthings, one penny, one penny farthing, and one penny halfpenny, of Irish currency, shall be paid by the payment of one farthing, one halfpenny, three farthings, one penny, one penny farthing, and one penny halfpenny respectively, in the copper currency of Great Britain; and all sums of Irish currency exceeding one penny halfpenny, and not exceeding four-pence three farthings, shall be deemed to be acquitted, by the payment of a sum of the copper coinage of Great Britain, less by one farthing than the expressed amount of the sum so payable in Irish currency; and all sums of Irish currency exceeding four-pence three farthings, and not exceeding eight-pence, shall be deemed to be acquitted, by the payment of a sum of the copper coinage of Great Britain, less by one halfpenny than the expressed amount of the sum so payable in Irish currency; and all sums of Irish currency exceeding eight-pence and not exceeding eleven-pence farthing, shall be deemed to be acquitted by the payment of a sum of the copper coinage of Great Britain, less by three farthings than the expressed amount of the sums so payable in Irish currency; and all sums of Irish currency exceeding eleven-pence farthing and not exceeding twelve-pence, shall be deemed to be acquitted by the payment of a sum of the copper coinage of Great Britain, less by one penny than the expressed amount of the sum so payable in Irish currency. § 13.

Commencement. This act shall commence from 5th January, 1826, and not sooner. § 17.

COINS.

TABLES of Coins from Crabbe's Technological Dictionary.

Foreign Gold Coins.

<i>Gold Coins.</i>	<i>Countries.</i>	<i>Sterl. Value.</i>
Carl d'or	Brunswick	0 16 0
Carlino	Sardinia	1 19 0
Carolin	Bavaria	1 0 0
Christian d'or	Denmark	0 17 0
Copang, New	Japan	9 4 0
Coronulla, or Golden Dollar	Spain	1 5 0
Crusade, New, of 480 Rees	Portugal	0 2 6
Dobra of 24,000 Rees	Portugal	6 16 0
Doppia, or Pistole	Rome	0 14 6
Doubloon, or quadruple Pistole	Spain	3 9 0
Ducat	Holland	0 9 6
Imperial of 1801	Russia	1 13 0
Joanese	Portugal	1 17 0
Louis d'or	France	0 19 0
Maximilian d'or	Bavaria	0 15 0
Milree	Portugal	0 3 6
Mohur, or gold Rupee of Shah Allum ..	India	1 15 0
Mohur, or Gold Sicca	India	1 13 6
Moidore	Portugal	1 7 0
Pagoda	India	0 7 6
Pistole	Spain	0 16 0
.....	Switzerland	0 18 6
Ruble	Russia	0 3 6
Rupee	India	1 10 0
Ruspono	Tuscany	1 8 6
Ruyder	Holland	1 4 0
Sequin, or Zecchino	Turkey Venice, &c. }	0 9 6
Scudo d'oro, or Gold Crown		
	Venice	5 14 0

Foreign Silver Coins.

10 Batzen Piece	Bavaria	0 1 0
5 Copeck Piece	Russia	0 0 2
Copfstuck, or 20 Crutzer Piece	Austria	0 0 8
New Crusade	Portugal	0 2 4
Crone, or old 4 Mark Piece	Denmark	0 2 9
Daalder, or Piece of 30 Stivers	Holland	0 2 6
Drittel, or Piece of 8 good Groschen ..	Prussia	0 1 0
Ducat	Naples Parma }	0 4 0
Ducatoon		
Ecu, or Crown of Six Livres	Holland	0 5 6
Florin, or Gilder	France	0 4 9
Francisconi, or Crown of Ferdinand III.	Holland	0 1 9
Franc	Tuscany	0 4 6
8 Groschen Piece	France	0 0 10
Gulden, or 24 Marien Gross Piece	Saxony	0 1 0
	Prussia	0 1 0

Lira

<i>Silver Coins.</i>	<i>Countries.</i>	<i>Sterl. Value.</i>
Lira	Venice	0 0 2½
Mark	{ Hamburg } ..	0 1 3
Paolo	{ Lubeck, &c. } ..	0 0 6
Papetto	Rome	0 0 2½
Patacão, or Sello	Brazil	0 2 9½
Pataca	Brazil	0 1 0
Patagon	Geneva	0 4 0
Peso duro, or Hard Dollar, or Dollar } Piece of 20 Rials Vellon	Spain	0 4 6
Piastre	Turkey	0 1 1
Plott	Sweden	0 3 0
Poltin Half Ruble, or 50 Copeck Piece ..	Russia	0 1 9
Real, or Rial	Spain (a)	0 0 6
Rix-Dollar	Germany	0 4 0
Ruble	Russia	0 3 3
Rupee of Mahommed Shah	India	0 1 11½
Rupee Sicca	East India Company ..	0 2 0½
Scudo della Croce	Genoa	0 6 6
Scudo	Rome	0 4 4
Scudo, Mezzo	Rome	0 2 2
8 Stiver Piece	Holland	0 0 8
Testoon	Portugal	0 0 6
Doze Vintems, or Piece of 240 Rees	Portugal	0 1 3

(a) By order in council, dated 23d March, 1825, in all those colonies where the Spanish dollar is now either by law, fact, or practice, considered as a legal tender for the discharge of debts, or where the duties to the government are rated or collected, or the individuals have a right to pay in that description of coin, a tender and payment of British silver money to the amount of 4s. 4d. shall be considered as equivalent to the tender or payment of one Spanish dollar. With respect to the Cape of Good Hope, where there are not any Spanish dollars in circulation, but where the circulation consists entirely of paper rix-dollars and its proportions; and with respect to Ceylon, where the circulation consists of silver and paper rix-dollars as well as of a variety of other coins, which are generally received and paid with relation to their value as compared with rix-dollars, a tender and payment of 1s. 6d. in British silver money shall be considered as equivalent to one such rix-dollar so current at the Cape of Good Hope and Ceylon respectively; and also British copper money shall be a legal tender in all the British colonies for its due and proper proportions of British silver money as by law established in Great Britain, but no person shall be compelled to take more than 12d. in copper money at any one payment.

TABLE of the gross weight, of the contents in pure silver, and of the value, computed at the rate of 5s. 2d. per ounce troy, British standard fineness, of the undermentioned silver coins taken from assays made at the mints at Paris and London, together with the rate at which those coins are to be issued (when British coin is not in the military chest) for the pay of the British troops in the colonies.

		Gross weight of the coins.	Contents in pure silver.	Value, at 5s. 2d. per oz. stand.	To be issued to the troops at
		Grains.	Grains.	s. d. dec.	s. d.
French.	Piece of 5 Francs.	385	344 9	4 0 16	4 0
	2 ditto	155	138 8	1 7 38	1 8
	Franc	77	69 4	0 9 69	0 10
	Dollar or scudo	422	348 2	4 0 62	4 1
Sicilian.	Piece of 40 grains	141	117 5	1 4 40	1 5
	20 ditto	72	59 1	0 8 25	0 9
Spanish.	Dollar	416	370 9	4 8 79	4 4
United States of America.	Dollar	416	370 1	4 3 68	4 4
East Indies.	Calcutta, rupee	192	175 9	2 0 56	2 1
	Bombay or Surat, ditto.	179	164 7	1 11 01	1 11

WEIGHTS AND MEASURES.

Definition of Standard Yard, Foot, Inch, Pole or Perch, Furlong, and Mile. From May 1, 1825, the straight line or distance between the centres of the two points in the gold studs in the straight brass rod, now in the custody of the clerk of the house of commons, whereon the words and figures “standard yard, 1760,” are engraved, is hereby declared to be the original and genuine standard of that measure of length or lineal extension called a *yard*; and the same straight line or distance between the centres of the said two points in the said gold studs in the said brass rod, the brass being at the temperature of sixty-two degrees by Fahrenheit’s thermometer, is hereby denominated the “Imperial Standard Yard,” and is hereby declared to be the unit or only standard measure of extension, wherefrom or whereby all other measures of extension whatsoever, whether the same be lineal, superficial, or solid, shall be derived, computed, and ascertained; and all measures of length shall be taken in parts or multiples, or certain proportions of the said standard yard; and one-third part of the said standard yard shall be a foot, and the twelfth part of such foot shall be an inch; and the pole or perch in length shall contain five such yards and a half, the furlong two hundred and twenty such yards, and the mile one thousand seven hundred and sixty such yards. 5 Geo. 4. c. 74. § 1.

How Superficial Measures to be computed. All superficial measure shall be computed and ascertained by the said standard yard, or by certain parts, multiples, or proportions thereof; and the rood of land shall contain one thousand two hundred and ten square yards, according to the said standard yard; and the acre of land shall contain four thousand eight hundred and forty such square yards, being one hundred and sixty square perches, poles or rods. § 2.

How Yard, if lost, &c. may be restored. If at any time hereafter the imperial standard yard shall be lost, or shall be in any manner destroyed, defaced, or otherwise injured, it shall be restored by making, under the direction of the lords commissioners of His Majesty’s treasury, a new standard yard, bearing the same proportion to such pendulum, as the imperial standard yard bears to such pendulum. § 3.

Standard Troy Pound, Ounce, Pennyweight, and Grain. From May 1, 1825, the standard brass weight of one pound Troy weight, made in the year 1758, now in the custody of the clerk of the House of Commons, is hereby declared to be the original and genuine standard measure of weight, and such brass weight is hereby denominated the imperial standard Troy pound, and is hereby declared to be the unit or only standard measure of weight, from which all other weights shall be derived, computed, and ascertained; and one-twelfth part of the said Troy pound shall be an ounce; and one-twentieth part of such ounce shall be a pennyweight; and

and one-twenty-fourth part of such pennyweight shall be a grain; so that five thousand seven hundred and sixty such grains shall be a Troy pound, and seven thousand such grains are hereby declared to be a pound Avoirdupois, and one-sixteenth part of the said pound Avoirdupois shall be an ounce Avoirdupois, and one-sixteenth part of such ounce shall be a dram. § 4.

How the Pound, if lost, &c. may be restored. If at any time hereafter the said imperial standard Troy pound shall be lost, or shall be in any manner destroyed, defaced, or otherwise injured, it shall be restored by making, under the directions of the lords commissioners of His Majesty's treasury, a new standard Troy pound, bearing the same proportion to the weight of a cubic inch of distilled water, as the said standard pound hereby established bears to such cubic inch of water. § 5.

Standard Gallon, Quart, Pint, Peck, and Bushel. From May 1, 1825, the standard measure of capacity, as well for liquids as for dry goods not measured by heaped measure, shall be the gallon, containing ten pounds Avoirdupois weight of distilled water weighed in air, at the temperature of sixty-two degrees of Fahrenheit's thermometer, the barometer being at thirty inches; and a measure shall be forthwith made of brass, of such contents, under the directions of the lords commissioners of His Majesty's treasury; and such brass measure is hereby declared to be the imperial standard gallon, and is hereby declared to be the unit and only standard measure of capacity, from which all other measures of capacity to be used, as well for wine, beer, ale, spirits, and all sorts of liquids, as for dry goods not measured by heap measure, shall be derived, computed, and ascertained; and all measures shall be taken in parts or multiples, or certain proportions of the said imperial standard gallon; and the quart shall be the fourth part of such standard gallon, and the pint shall be one-eighth of such standard gallon, and two such gallons shall be a peck, and eight such gallons shall be a bushel, and eight such bushels a quarter of corn, or other dry goods, not measured by heaped measure. § 6.

Standard for Heaped Measure. The standard measure of capacity for coals, culm, lime, fish, potatoes or fruit, and all other goods and things commonly sold by heaped measure, shall be the aforesaid bushel, containing eighty pounds Avoirdupois of water as aforesaid, the same being made round with a plain and even bottom, and being nineteen inches and a half from outside to outside, of such standard measure as aforesaid. § 7.

How the Bushel shall be heaped.—Size of Sack and Chaldron. In making use of such bushel, all coals and other goods and things commonly sold by heaped measure, shall be duly heaped up in such bushel, in the form of a cone, such cone to be of the height of at least six inches, and the outside of the bushel to be the extremity of the base of such cone; and three bushels shall be a sack, and twelve such sacks shall be a chaldron. § 8.

Measure of Weight, or heaped Measure for certain Articles.—Weight or stricken Measure. Any dealings, with respect to any coals, culm, lime, fish, potatoes, or fruit, and all other things commonly sold by heaped measure, shall be either according to the said standard of weight, or the said standard for heaped measure; but all dealings, for any other goods, shall be according to the said standard of weight, or to the said gallon, or the parts, multiples, or proportions thereof; and in using the same the measures shall not be heaped, but shall be stricken with a round stick or roller, straight, and of the same diameter from end to end. § 9.

Ireland. Nothing herein contained shall authorize the selling in Ireland, by measure, of any articles, which by any law in force in Ireland are required to be sold by weight only. § 10.

Ascertaining Measures of Capacity, where Reference cannot easily be had to Standards. In all cases of dispute respecting the correctness of any measure of capacity, arising in a place where recourse cannot be conveniently had to any of the aforesaid verified copies or models of the standard measures of capacity, or parts or multiples of the same, it shall be lawful for any justice of the peace or magistrate having jurisdiction in such place, to ascertain the content of such measure of capacity by direct reference to the weight of pure or rain water which such measure is capable of containing; ten pounds Avoirdupois weight of such water, at the temperature of sixty-two degrees by Fahrenheit's thermometer, being the standard gallon ascertained by this act, the same being in bulk equal to two hundred and seventy-seven cubic inches, and two hundred and seventy-four one thousandth parts of a cubic inch, and so in proportion for all parts or multiples of a gallon. § 14.

Contracts for Sale, &c. by Weight or Measure. From May 1, 1825, all contracts, bargains, sales, and dealings, which shall be made within any part of the United Kingdom of Great Britain and Ireland, for any work to be done, or for any thing to be sold, delivered, done, or agreed for by weight or measure, where no special agreement shall be made to the contrary, shall be deemed according to the standard weights and measures ascertained by this act; and in all cases where any special agreement shall be made, with reference to any weight or measure established by local custom, the ratio or proportion which every such local weight or measure shall bear to any of the said standard weights or measures shall be expressed, in such agreement, or otherwise such agreement shall be null and void. § 15.

Existing Weights and Measures. It shall be lawful for any person to buy and sell goods by any weights or measures established either by local custom, or founded on special agreement: provided, that in order that the ratio or proportion which all such measures and weights shall bear to the standard weights and measures established by this act, shall be a matter of common notoriety, the ratio or proportion which all such customary

tomary measures and weights shall bear to the said standard weights and measures, shall be painted or marked upon all such customary weights and measures, respectively; and nothing herein contained shall extend to permit any maker of weights or measures, or any person whomsoever, to make any weight or measure at any time after the 1st May, 1825, except in conformity with the standard weights and measures established under the provisions of this act. § 16.

Tables of Equalization. As soon as conveniently may be after such inquiries shall have been made and enrolled in England, Ireland, and Scotland respectively, accurate tables shall be prepared and published under the authority of the commissioners of His Majesty's treasury, showing the proportions between the weights and measures heretofore in use, as mentioned in such inquiries, and the weights and measures hereby established, with such other conversions of weights or measures as the commissioners of His Majesty's treasury may deem to be necessary; and after the publication of such tables, all future payments to be made shall be regulated according to such tables. § 19.

Customs and Excise. So soon as conveniently may be after the 17th June, 1824, accurate tables shall be prepared and published under the direction of the commissioners of the treasury, in order that the several duties of customs and excise, and other His Majesty's revenue, may be made payable according to the legal standards directed by this act to be universally used; and from the 1st May, 1825, and the publication of such tables, the several duties thereafter shall be collected according to the calculations in the tables to be prepared as aforesaid. § 20.

Westminster. Nothing in this act shall repeal, or alter the power given by law to the dean, high steward, or his deputy, and the burgesses of the city of Westminster, to appoint a proper officer to size and seal all weights and measures used by persons dealing by weight and measure in the city of Westminster and the liberties thereof. § 24.

City of London. All vessels of gaugeable liquors, imported or brought into London, and landed within the city and liberties thereof, shall be subject to be gauged, as heretofore hath been of right accustomed, by the lord mayor by virtue of his office of gauger, or by his sufficient deputies, except that the contents of all such vessels shall be ascertained by the standard measure of capacity for liquids directed by this act, and the multiples thereof; and all such vessels that shall be found wanting of the true contents which such vessels ought to be of, together with the liquids therein contained, shall be subject to the like seizures and forfeitures as are provided by any act of parliament heretofore made for ascertaining the true contents of gaugeable liquors. § 25.

City Gauger. This act shall not extend to prohibit, or lessen the right of the mayor and commonalty and citizens of the city of London, or of the lord mayor concerning the office of gauger of gaugeable liquors imported and landed within the city of London and the liberties thereof. § 26.

Operation

Operation of former Act postponed. The several clauses in the foregoing act, the operation whereof is directed to commence from 1st May, 1825, shall commence from 1st January, 1826, and not sooner; and such things as by the said act are required to be done within three calendar months or within six calendar months respectively next after the passing of the said act, shall and may be lawfully done at any time before the expiration of three calendar months or six calendar months respectively after the 1st May, 1825, and the several acts and parts of acts, which are repealed from the 1st May, 1825, shall remain in force until the 1st January, 1826; and shall from the 1st January, 1826, be repealed to all intents and purposes as if the said 1st January, 1826, had been mentioned in the said act, instead of the said 1st May, 1825. 6 Geo. 4. c. 12. § 1.

Figure of Measures. And whereas by the foregoing act the figure of the standard bushel measure directed to be used for the sale of coals, culm, fish, potatoes, and fruit, is determined: And whereas it is expedient that the figure of all other measures used for the sale of coals, and all other things commonly sold by heaped measure, should also be fixed and determined; it is therefore enacted, that from 1st January, 1826, all such measures shall be made cylindrical, and the diameter of such measures shall be at the least double the depth thereof, and the height of the cone or heap shall be equal to three-fourths of the depth of the said measure, the outside of the measure being the extremity or base of such cone. § 2.

What Excise Gallon to be deemed. From January 5th, 1826, in every act of parliament relating to His Majesty's revenue of excise, whenever and for whatever purpose any gallon measure is mentioned, it shall be deemed to be a gallon, *Imperial Standard Gallon Measure*; and whenever any other measure by name is mentioned, it shall be deemed to be a measure formed of the usual number of gallons, each such gallon being imperial standard gallon measure; and all duties, allowances, drawbacks, payments, accounts, and reckonings relating thereto, under any law of excise, shall thenceforth be made and kept according to such imperial standard gallon measure only, or some multiple part or proportion thereof. 6 Geo. 4. c. 58. § 6.

Tables. Accurate tables shall be prepared and published, under the direction of the commissioners of the treasury, in order that the several rates and duties of excise may be adjusted and made payable according to the respective quantities of the legal standards directed by the foregoing act of 5 Geo. 4. to be universally used; and from the 1st May, 1825, and the publication of such tables, the several rates and duties thereafter to be collected shall be collected and taken according to the calculations in such tables. § 1.

Custom Duties, &c. All duties, bounties, and drawbacks of customs,

toms, shall be paid and received in every part of the United Kingdom, and of the Isle of Man, according to imperial weights and measures. 6 Geo. 4. c. 107. § 117.

GARRATT, Mayor.

At an especial court of mayor and aldermen, holden in the Council-Chamber of the Guildhall of the city of London, on the feast of St. Michael the Archangel, that is to say, Thursday, the 29th day of September, 1825, and in the sixth year of the reign of George the Fourth, of the United Kingdom of Great Britain and Ireland, King, &c.

The right honourable the Lord Mayor communicated to this court, that, numerous applications having been made to him on the difficulties which had occurred, in consequence of the ineffective directions contained in the acts of parliament (5 Geo. 4. ch. 74. and 6 Geo. 4. ch. 12), for regulating weights and measures in respect to heaped measures, the diameter of the heaped bushel measure only being defined in the said acts, and the diameter of all the smaller measures, viz. the half bushel, peck, gallon, half gallon, and quart, being thereby rendered uncertain, his lordship directed a representation to be made to the lords commissioners of His Majesty's treasury on the subject; whereupon the lords commissioners referred the matter for the opinion of the commissioners of weights and measures, and received a report from Dr. Wollaston thereon, that it would be unnecessary to express more than the breadth, from outside to outside of the top, of such respective measures to be as follows:

The bushel, nineteen inches and a half.

The half bushel, fifteen inches and a half.

The peck, twelve inches and a quarter.

The gallon, or half peck, nine inches and three quarters.

The half gallon, or quatern, seven inches and three quarters.

The half quatern, six inches and one-eighth.

And thereupon the lords commissioners declared, that in the absence of any legislative provision on the subject, they could only issue directions to all persons who might be employed to prepare measures, under their authority, to conform strictly to the proportions pointed out by Dr. Wollaston; and the lords commissioners also submitted the expediency of the same course being adopted in the city of London.

Whereupon it is resolved,

That (in order to protect the public from fraud and imposition), directions be given to the proper officers at the Guildhall, London, not to stamp or mark any new measures intended for ascertaining the quantity of such articles as are sold by heaped measure, unless such measures respectively are made strictly conformable to the said proportions specified in Dr. Wollaston's report.

Ordered,

That these proceedings be forthwith published in the London Gazette, for the information of the officers of the several cities and towns corporate in Great Britain, having or directing the adjustment and marking of weights and measures.

Signed, by order of the court,

HENRY WOODTHORPE.

For Foreign Weights and Measures, see the names of the several Countries and Places in PARTS 6—10.

*A LIST of the WORKS which have been quoted or consulted in the
Compilation of this Book.*

- | | |
|---|--|
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| Acts of Parliament. | Humboldt's Personal Narrative of Travels. |
| Addison's Works. | ————— Political Hist. of New Spain. |
| Annals of Philosophy. | ————— Researches in America. |
| Anstruther's Exchequer Reports. | Johnson's Dict. |
| Bacon's, Lord, Works. | ————— Works. |
| Barnewall and Alderson's Reports. | Journal of Science and the Arts. |
| Beckmann's History of Ancient Institutions. | Joyce's Practical Chemical Mineralogy. |
| Blackstone's, Sir W., Commentaries on the Laws of England. | Kirwan's Essay on Manure. |
| Bochart's Works. | Lempriere's Classical Dict. |
| Bourne's Gazetteer. | Literary Chronicle. |
| Brande's Manual of Pharmacy. | ————— Gazette. |
| British Galleries of Art. | Locke's Works. |
| Buchanan's Memoirs of Painting. | London Gazette. |
| Calmet's Dict. | Macartney's, Lord, Embassy to China. |
| Chamber's Dict. | Macleay's Investigation respecting Epidemic and Pestilential Diseases. |
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| Cochrane's Travels in Colombia. | Manby's Journal of a Voyage to Greenland. |
| Colton's Lacon. | Mechanic's Magazine. |
| Coneybeare and Phillips's Geology. | Miller's Gardener's Dict. |
| Crabb's English Synonymes. | Mill's Elements of Political Economy. |
| ———— Historical Dict. | ———— History of British India. |
| ———— Technological Dict. | Morewood's Essay on Inebriating Liquors. |
| Dryden's Works. | Mouteney's Selection concerning Brazil. |
| Edward's History of British West Indies. | Nicholson's Cyclopaedia. |
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| ———— Philosophical Journal. | Pamphleteer. |
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| ————— Metropolitana. | Phillips's History of Cultivated Vegetables. |
| Euclid's Elements. | ————— Introduction to Mineralogy. |
| Faulkner's Treatise on the Plague. | Pilkin's Statistical View of the United States of America. |
| Field's Geographical Memoirs of New South Wales. | Pilkington's |
| Gibbon's History of the Decline and Fall of the Roman Empire. | |
| Gisborne's Works. | |
| Goodison's Essay upon the Islands of Leucadia, Cephalonia, Ithaca, and Zante. | |
| Hall's Present State of Colombia. | |
| Hancock's Researches into the Laws and Phenomena of Pestilence. | |
| Henderson's Hist. of Ancient and Modern Wines. | |

Pilkington's Dict. of Painters.
Pope's, Alexander, Works.
Porter's, Sir R. K. Travels.
Price's Exchequer Reports.
Quarterly Review.
Quincey's Dict. of Physic.
Raleigh's, Sir Walter, Works.
Rees's Cyclopaedia.
Scientific Gazette.
Scott's, Sir Walter, Works.
Shakspeare's Works.
Statutes at Large.
Stevenson's Historical Sketch.
Tegg's Chronology.

Teonge's Diary.
Topography of all the known Vine-
yards.
Tredgold's Elementary Principles
of Carpentry.
Ure's Chemical Dict.
Wallace's Memoirs of India.
Walpole's Anecdotes of Painting.
Westmacott's British Galleries of
Painting and Sculpture.
Westminster Review.
Woodley's View of the Scilly Islands.
Woodward's Essay on the Natural
History of the Earth.

PARLIAMENTARY DOCUMENTS.

1826.

ABSTRACT of the Net Produce of the Revenue of the United Kingdom, in the Years ended 5th January 1825, and 5th January 1826.

	Year ended 5th January, 1825.	Year ended 5th January, 1826.
	£	£
Customs	11,327,738	16,541,521
Excise	26,766,039	21,004,488
Stamps	7,244,041	7,447,923
Taxes,—under the management of the Commissioners of Taxes.....	4,922,070	4,990,961
Post-Office	1,520,615	1,595,461
One shilling and sixpence, and four shillings in the pound, on pensions and salaries	61,374	56,729
Hackney Coaches, and Hawkers and Pedlars	57,134	59,857
Crown Lands	966	
Small branches of the King's Hereditary Revenue.....	5,188	5,441
Surplus Fees, regulated Public Offices	39,887	56,090
Poundage Fees, Pells Fees, Casualties, &c.....	9,748	11,521
Total Ordinary Revenue.....	51,956,800	51,769,992
Repayment by the Emperor of Germany.....	1,733,333	
Imprest and other Monies.....	385,158	218,240
Repayments, on account of Advances in Ireland for Public Services	160,901	210,388
Total Revenue..	54,236,192	52,198,620
Applied to Consolidated Fund	39,063,449	35,230,156
To pay off Exchequer Bills, charged on Annual Duties....	3,006,012	3,003,998
Applied as part of the Ways and Means of the Year	12,166,731	13,964,466
Total	54,236,192	52,198,620

TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the Value of all Imports into, and of all Exports from the United Kingdom of Great Britain and Ireland; during each of the Three Years ending the 5th January, 1824, 1825, 1826, respectively, calculated at the Official Rates of Valuation, and stated exclusive of the Trade between Great Britain and Ireland reciprocally.

Years ending 5th January.	Value of Exports from the United Kingdom.										Value of the Produce and Manufactures of the United Kingdom Exported there- from.
	Value of Imports into the United Kingdom.		Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandise.		Total Exports.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
1824.....	35,798,707	5 0	43,804,372	18 1	8,603,904	9 1	52,408,277	7 2	35,458,048	13 6	
1825.....	37,552,935	7 1	48,735,551	2 5	10,204,785	6 4	58,940,336	8 9	38,396,300	17 3	
1826.....	44,137,482	6 0	47,166,020	2 11	9,169,494	8 3	56,335,514	11 2	38,877,388	7 6	

TRADE OF GREAT BRITAIN WITH IRELAND.

Years ending 5th January.	Value of Imports into Great Britain.		Value of Exports from Great Britain.						Value of the Produce and Manufactures of the United Kingdom Exported from Great Britain.	
			Produce and Manufactures of the United Kingdom.		Foreign and Colonial Mer- chandize.		Total Exports.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1824.....	5,821,036	1 11	3,141,825	11 0	1,359,376	6 5	4,501,201	17 5	3,488,591	0 8
1825.....	5,591,161	5 0	3,688,570	6 4	1,318,069	0 8	5,006,639	7 0	4,261,113	11 10
1826.....	6,544,573	5 9	3,837,336	11 7	1,437,708	17 10	5,275,045	9 5	4,962,751	8 10

AN ACCOUNT of the Official Value of all British, Irish, and Foreign Produce and Manufactures, Exported from the United Kingdom to all Parts of the World; and a like Account of the Value of all Goods Imported into the United Kingdom, during the Year ending 5th January 1826.

TRADE OF THE UNITED KINGDOM WITH FOREIGN PARTS.

Imports.			Exports.								
			British and Irish Produce and Manufactures.			Foreign and Colonial Merchandise.		Total Exports.			
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
44,137,482	6	0	47,166,020	2	11	9,169,494	8	3	56,335,514	11	2

TRADE OF THE PORT OF LONDON WITH FOREIGN PARTS.

Imports.	Exports.					
	British and Irish Produce and Manufactures.			Foreign and Colonial Merchandise.		Total Exports.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
23,514,370 13 6	11,410,766 1 11	7,879,007 19 1	19,289,774 1 0			

NEW VESSELS BUILT.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire, in the Years ending the 5th January 1824, 1825, and 1826, respectively.

	1824.		1825.		1826.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United Kingdom	594	63,151	799	91,083	975	122,479
Isles Guernsey, Jersey, and Man...	10	637	38	2,136	28	1,550
British Plantations	243	22,240	342	50,522	353	50,299
Total	847	86,028	1,179	143,741	1,356	174,328

VESSELS

VESSELS REGISTERED.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the Years 1823 and 1824, and on the 31st December 1825, respectively.

	On 30th September, 1823.			On 30th September, 1824.			On 31st December, 1825.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	20,573	2,275,995	147,058	20,803	2,321,953	149,742	20,087	2,298,836	146,703
Isles Guernsey, Jersey, and Man	469	26,872	3,680	477	26,351	3,806	508	28,505	3,773
British Plantations	3,500	203,893	14,736	3,496	211,273	15,089	3,579	214,875	15,059
Total	24,542	2,506,760	165,474	24,776	2,559,587	168,637	24,174	2,542,216	165,535

VESSELS EMPLOYED IN THE FOREIGN TRADE.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to all Parts of the World (exclusive of the Intercourse between Great Britain and Ireland respectively) during each of the three Years ending 5th January, 1824, 1825, 1826, respectively.

Years ending 5th January.	INWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1824.....	11,271	1,740,859	112,244	4,069	582,996	33,828	15,340	2,323,855	146,072
1825.....	11,731	1,797,089	108,686	5,655	759,672	42,126	17,386	2,556,761	150,812
1826.....	13,503	2,143,317	123,023	6,981	959,312	52,722	20,484	3,102,629	175,750

Years ending 5th January.	OUTWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1824.....	9,666	1,546,976	95,596	3,437	563,571	29,323	13,103	2,110,547	124,919
1825.....	10,156	1,657,270	103,085	5,025	746,729	38,782	15,181	2,403,999	141,867
1826.....	10,843	1,793,842	109,537	6,085	906,066	47,535	16,928	2,699,908	157,072

A COMPARATIVE STATEMENT of British and Foreign Tonnage, which have entered the several Ports of Great Britain, for the last four Years, ended 5th January, 1826.

1823.		1824.		1825.		1826.	
British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
2,390,238	419,694	2,469,053	534,674	2,364,249	694,880	2,786,844	892,601

AN ACCOUNT of the Number of Ships with their Tonnage and Men, which have entered the Ports of the United Kingdom in the Year ended 5th January, 1826; distinguishing the British Ships from the Foreign.

Ports.	British.			Foreign.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
England	11,339	1,776,874	101,504	5,887	808,146	44,228
Scotland	1,468	250,595	15,200	674	84,455	4,715
Ireland	710	117,211	6,416	406	65,449	3,687
Total United Kingdom..	13,517	2,144,680	123,120	6,967	958,050	52,630

NAMES of the Kingdoms and States to which the Foreign Vessels in the foregoing Account belonged.

Kingdoms and States.	England.			Scotland.			Ireland.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	111	29,816	1,467	1	110	8	3	881	26
Sweden	152	26,215	1,421	26	3,344	208	19	3,335	176
Norway	726	140,844	6,836	250	27,817	1,728	143	22,775	1,275
Denmark	609	49,286	3,093	30	2,544	175	6	860	47
Prussia	730	151,790	6,491	176	27,620	1,310	33	5,953	287
Germany	761	81,894	4,114	70	7,204	447	3	438	19
Belgium	1,088	98,984	4,911	83	7,681	421	57	6,288	392
France	1,153	49,067	8,023	11	446	91	1	105	8
Portugal	12	1,518	119	—	—	—	82	8,622	701
Spain	2	149	16	—	—	—	—	—	—
Turkey and the Levant	—	—	—	—	—	—	—	—	—
Italy	—	—	—	—	—	—	3	433	23
United States	540	178,949	7,686	27	7,689	327	55	16,059	722
Foreign Continental Colonies ..	3	634	46	—	—	—	1	200	11
Totals	5,837	808,146	44,228	674	84,455	4,715	406	65,449	3,687

AN ACCOUNT of the Number of Ships, and Amount of Tonnage, which have Cleared Outwards from the several Ports in Great Britain, in the Years 1816 and 1825; distinguishing British Ships from Foreign.

Countries.	Year 1816.				Year 1825.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia.....	343	67,531	82	23,558	955	194,823	86	21,648
Sweden.....	39	6,286	59	12,855	63	8,741	136	28,571
The Baltic.....	—	—	29	10,239	1	318	275	61,513
Norway.....	135	8,622	123	23,591	107	8,471	865	148,660
Denmark.....	214	36,457	61	8,768	257	42,754	749	77,954
Prussia.....	151	22,813	103	27,223	440	87,858	530	102,893
Germany.....	839	103,210	98	14,545	605	80,020	626	60,504
Belgium.....	1,070	107,758	452	41,721	621	53,003	945	92,207
France.....	1,442	101,125	780	41,888	965	60,975	849	49,201
Portugal.....	257	29,731	32	5,300	522	54,095	52	9,104
Spain.....	171	19,519	57	7,933	328	38,317	46	10,957
Gibraltar.....	82	10,901	2	306	138	17,092	10	1,876
The Mediterranean.....	—	—	—	—	—	—	1	321
Italy.....	230	30,780	9	1,426	266	39,119	1	281
Malta.....	35	5,812	—	—	28	4,405	—	—
Ionian Islands.....	—	—	—	—	16	2,582	—	—
Turkey and the Levant.....	18	3,094	—	—	93	18,902	1	410
Foreign Parts.....	—	—	—	—	—	—	8	1,508
British Islands;—viz.								
Ireland.....	8,861	721,772	2	485	6,676	551,289	—	—
Isle of Man.....	636	23,155	—	—	856	28,698	—	—
Guernsey.....	479	29,140	2	33	320	20,366	1	25
Jersey.....					424	29,536	—	—
Alderney.....					13	798	—	—
Asia.....	164	99,392	4	1,415	196	101,198	6	2,171
Africa.....	68	13,517	2	503	137	30,118	—	—
The Whale Fisheries.....	164	52,099	—	—	142	43,721	—	—
The Seal Fishery.....	—	—	—	—	—	—	—	—
British Northern Colonies ..	772	160,375	1	106	1,582	411,332	—	—
British West Indies.....	647	201,424	—	—	725	205,191	—	—
United States.....	278	72,063	344	103,280	151	43,139	544	175,436
Foreign West Indies.....	93	21,964	6	1,792	88	16,202	7	1,770
Foreign Continental Colonies	195	39,254	12	2,975	364	69,395	15	4,344
Total.....	17,383	1,987,794	2,260	329,942	17,079	2,262,458	5,753	851,354



For the remainder of Parliamentary Documents, see under the several titles in subsequent parts.

PARLIAMENTARY DOCUMENTS.

1827.

 As to Corn, see page 61 in PART 1.

PUBLIC INCOME of the United Kingdom of Great Britain and Ireland, for the year ended 5th January, 1827.

Heads of Revenue.	Balances and Bills outstanding on 5th January, 1826.			Gross Receipt.			Repayments, Allowances, Discounts, Drawbacks, &c. to the Two Universities, on Account of Almanacks, and for Paper and Purchase to stamp on.			Net Receipt within the year, after deducting Repayments, &c.			Total Income, including Balances.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
ORDINARY REVENUES.															
Customs	520,110	8	11 ⁷ / ₈	20,582,924	11	8 ³ / ₄	1,019,951	10	- ¹ / ₂	19,562,973	1	8 ³ / ₄	20,083,083	10	8 ¹ / ₂
Excise	1,164,742	4	2	22,541,969	14	6 ³ / ₄	1,915,342	18	2	20,626,626	16	4 ³ / ₄	21,791,369	-	6 ³ / ₄
Stamps	326,921	7	9 ³ / ₄	7,101,503	18	6	261,473	11	7 ³ / ₄	6,840,030	6	10 ³ / ₄	7,166,951	14	7 ³ / ₄
Taxes, under the Management of the Commissioners of Taxes	91,535	9	10 ¹ / ₄	5,030,028	18	8	6,519	12	1	5,023,509	6	7	5,115,044	16	5 ³ / ₄
Post Office	214,397	7	3 ³ / ₄	2,392,272	2	7 ³ / ₄	95,870	6	9 ³ / ₄	2,296,401	15	10 ¹ / ₂	2,510,799	3	2 ³ / ₄
One shilling in the pound, and sixpence in the pound on pensions and salaries, and four shillings in the pound on pensions. Hackney Coaches, and Hawkers and Pedlars Crown Lands	3,143	18	7	49,587	16	9 ³ / ₄	-	-	-	49,587	16	9 ³ / ₄	52,731	15	4 ³ / ₄
Small branches of the King's hereditary revenue	6	1	4	74,370	7	9	-	-	-	74,370	7	9	74,376	9	1
Surplus Fees of regulated public offices. Poundage Fees, Pell's Fees, Casualties, Treasury Fees, and Hospital Fees	37,857	7	2 ¹ / ₄	278,088	-	10 ³ / ₄	-	-	-	278,088	-	10 ³ / ₄	315,945	8	1
	4,355	17	5 ³ / ₄	9,343	-	-	-	-	-	9,343	-	-	13,698	17	5 ³ / ₄
Totals of Ordinary Revenues	-	-	-	69,160	14	11	-	-	-	69,160	14	11	69,160	14	11
OTHER RESOURCES	-	-	-	9,594	10	8 ³ / ₄	-	-	-	9,594	10	8 ³ / ₄	9,594	10	8 ³ / ₄
Totals of the Public Income of the United Kingdom	2,363,070	2	8 ¹ / ₂	58,138,843	17	2	3,299,157	18	8 ¹ / ₂	54,839,685	18	5 ¹ / ₂	57,202,756	1	1 ³ / ₈
	-	-	-	5,269,503	18	9	-	-	-	5,269,503	18	9	5,269,503	18	9
	2,363,070	2	8 ¹ / ₂	63,408,347	15	11	3,299,157	18	8 ¹ / ₂	60,109,189	17	2 ¹ / ₂	62,472,259	19	10 ³ / ₈
DISCHARGE.															
Payments out of the Income in its Progress to the Exchequer							£.			s.		d.	£.		s.
Payments into the Exchequer							5,387,384	15		2 ³ / ₈					
Balances and Bills outstanding on 5th January, 1827							54,894,989	10		3					
							2,189,885	14		5					
													62,472,259	19	10 ³ / ₈

ABSTRACT of the Net Produce of the Revenue of Great Britain, in the quarters ended on 5th July, 1826, and on 5th July, 1827, showing the Increase or Decrease on each head thereof.

	Qrs. ended July 5,		Increase.	Decrease.
	1826.	1827.		
	£	£	£	£
Customs.....	3,703,828	3,911,394	202,566	..
Excise.....	4,198,915	4,148,806	..	50,109
Stamps.....	1,603,498	1,584,721	..	18,777
Post-Office.....	374,000	331,000	..	43,000
Taxes.....	1,875,160	1,922,983	47,823	..
Miscellaneous.....	239,826	147,093	..	92,733
	12,000,227	12,045,997	250,389	204,619
	Deduct Decrease.....		204,619	.
	Increase on the Quarter....		45,770	..

NET PRODUCE of the Revenue of Great Britain, in the years ended 5th of July, 1826, and 5th July, 1827.

	Year ended 5th July, 1826.	Year ended 5th July, 1827.
	£	£
Customs.....	16,134,942	16,067,164
Excise.....	17,751,962	17,289,471
Stamps.....	6,650,198	6,219,297
Taxes, under the management of the Commissioners of Taxes, including Arrears of Property.....	4,691,327	4,762,665
Post Office.....	1,518,000	1,423,000
1s. 6d. and 4s. in the Pound on Pensions.....	55,245	51,477
Hackney-coaches and Hawkers and Pedlars.....	60,757	67,251
Small branches of the King's Hereditary Revenue.....	5,503	5,602
Surplus Fees, Regulated Public Offices.....	62,547	68,006
Total Ordinary Revenue.....	46,930,481	45,953,933
Imprest and other Monies.....	467,245	272,961
Total Revenue.....	47,397,726	46,226,894
Applied to Consolidated Fund.....	33,796,999	35,016,629
To pay off Exchequer-bills charged on the Annual Duties.....	1,898,971	....
Applied as part of the Ways and Means of the Year....	11,701,756	11,210,265
Total.....	47,397,726	46,226,894

TRADE OF THE UNITED KINGDOM.

VALUE of the Imports into, and of the Exports from the United Kingdom of Great Britain and Ireland, during each of the three years ending the 5th January, 1827; calculated at the Official Rates of Valuation, and distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported therefrom, according to the real or declared value thereof.

Years ending 5th January.	Value of Imports into the United Kingdom, calculated at the Official Rates of Valuation.		Value of Exports from the United Kingdom. calculated at the Official Rates of Valuation.						Value of the Pro- duce and Manu- factures of the United Kingdom, Exported there- from, according to the real or declared value thereof.	
			Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandize.		Total Exports.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1825.....	37,558,176	4 10	48,730,466	4 7	10,204,785	6 4	58,935,251	10 11	38,390,403	14 0
1826.....	44,208,907	7 0	47,150,689	12 11	9,169,494	8 3	56,320,184	1 2	38,790,945	11 11
1827.....	37,714,021	15 1	40,965,030	14 0	10,079,627	8 1	51,044,658	2 1	31,536,833	10 11

TRADE OF GREAT BRITAIN WITH FOREIGN PARTS.

VALUE of the Imports into, and of the Exports from Great Britain, during each of the three years ending the 5th January, 1827; calculated at the Official rates of Valuation, and stated exclusive of the Trade with Ireland; distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported from Great Britain, according to the real or declared value thereof.

Years ending 5th January.	Value of Imports into Great Britain, calculated at the Official Rates of Valuation.		Value of Exports from Great Britain, calculated at the Official Rates of Valuation.						Value of the Pro- duce and Manu- factures of the United Kingdom, Exported from Great Britain, according to the real or declared Value thereof.	
			Produce and Manufactures of the United Kingdom.			Foreign and Colonial Merchandise.				Total Exports.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1825.....	36,146,448	0 0	48,024,951	13 6	10,188,596	9 2	58,213,548	2 8	37,568,020	16 9
1826.....	42,61,054	8 11	46,453,021	17 1	9,155,305	5 0	55,608,327	2 1	38,077,330	9 0
1827.....	36,069,999	12 1	40,332,104	6 6	10,069,188	1 2	50,401,292	7 2	30,847,638	7 0

TRADE OF IRELAND WITH FOREIGN PARTS.

VALUE of all Imports into, and of all Exports from, Ireland, during each of the three years ending the 5th January, 1827, (calculated at the Official Rates of Valuation, and stated exclusive of the Trade with Great Britain;) distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported from Ireland, according to the real or declared Value thereof.

Years ending 5th January.	Value of Imports into Ireland, calculated at the Official Rates of Valuation.	Value of Exports from Ireland, Calculated at the Official Rates of Valuation.						Value of the Pro- duce and Manu- factures of the United Kingdom, Exported from Ireland, accord- ing to the real or declared value thereof.
		Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandize.		Total Exports.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1825.....	1,411,728 4 10½	705,514 11 0½	16,188 17 2½	721,703 8 3	822,382 17 3			
1826.....	1,547,852 18 1½	697,667 15 10	14,189 3 3	711,856 19 1	793,615 2 11½			
1827.....	1,644,022 3 0	632,926 8 0	10,439 6 11	643,365 14 11	689,195 3 7½			

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire, in the years ending the 5th January, 1825, 1826, and 1827, respectively.

	In the Years ending the 5th January.					
	1825.		1826.		1827.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United Kingdom	799	91,083	975	122,479	1,115	118,863
Isles Guernsey, Jersey & Man	38	2,136	28	1,550	24	2,171
British Plantations	342	50,522	536	80,895	383	58,486
Total	1,179	143,741	1,539	204,924	1,522	179,020

See the following Returns for Great Britain and Ireland.

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the year 1824, and on the 31st December 1825 and 1826, respectively.

	On 30th September, 1824.			On 31st December, 1825.			On 31st December, 1826.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	20,803	2,321,953	149,742	20,087	2,298,836	146,703	20,469	2,382,069	149,894
Isles Guernsey, Jersey, and Man	477	26,361	3,806	508	28,505	3,773	499	29,392	3,665
British Plantations	3,496	211,273	15,089	3,579	214,855	15,059	3,657	224,183	14,077
Total	24,776	2,559,587	168,637	24,174	2,542,216	165,535	24,625	2,635,644	167,636

See the following Returns for Great Britain and Ireland.

The Returns, upon which the above Account is founded, were formerly made up on 30th September in each year, but are now made up on 31st December, conformably to the Act 4 Geo. 4. c. 41.

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to Foreign Parts, during each of the three years ending 5th January, 1827.

Years ending 5th January.	Shipping Entered Inwards in the United Kingdom, from Foreign Parts.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825	11,731	1,797,089	108,686	5,655	759,672	42,126	17,386	2,556,761	150,812
1826	13,503	2,143,317	123,028	6,981	959,312	52,722	20,484	3,102,629	175,750
1827	12,473	1,950,630	113,093	5,729	694,116	39,638	18,202	2,644,746	152,931

Years ending 5th January.	Shipping Cleared Outwards from the United Kingdom, to Foreign Parts.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825	10,156	1,657,270	103,085	5,025	746,729	38,782	15,181	2,403,999	141,867
1826	10,843	1,793,842	109,657	6,085	906,066	47,535	16,928	2,699,908	157,192
1827	10,844	1,737,425	105,198	5,410	692,440	37,305	16,254	2,429,865	142,503

See the following Returns for Great Britain and Ireland.

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire (except Ireland,) in the years ending 5th January, 1825, 1826, and 1827, respectively.

	Year ending Jan. 5, 1825.		Year ending Jan. 5, 1826.		Year ending Jan. 5, 1827.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
England	625	76,428	722	102,842	802	90,813
Scotland	139	12,840	209	17,136	265	24,897
Isle of Guernsey	16	1,137	7	350	3	414
Jersey	6	586	15	988	14	1,392
Man	16	413	6	212	7	365
British Plantations	342	50,522	536	80,895	383	59,486
Total, (exclusive of Ireland)	1,144	141,926	1,495	202,423	1,474	176,367

The Account delivered last year (for the year ended 5th January, 1826) is now corrected; and as several Returns from the Plantations for the year ended 5th January, 1827, are not yet received, a similar correction will be necessary when the next Account is made up.

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire (except Ireland) on the 30th September, 1824, and on the 31st December, 1825 and 1826, respectively.

	On 30th September, 1824.			On 31st December, 1825.			On 31st December, 1826.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
England	16,466	1,981,685	123,332	15,841	1,958,716	120,181	15,976	2,001,295	121,362
Scotland	2,961	266,975	19,631	2,855	259,537	19,432	3,102	290,006	21,205
Isle of Guernsey	70	7,281	529	79	7,298	556	74	7,139	543
Jersey	116	11,477	1,164	142	13,756	1,330	171	15,650	1,518
Man	291	7,693	2,113	287	7,451	1,887	254	6,612	1,604
British Plantations	3,496	211,273	15,089	3,579	214,875	15,059	3,657	224,183	14,077
Total, (exclusive of Ireland)	23,400	2,486,294	161,858	22,783	2,461,633	158,445	23,234	2,544,876	160,309

This Account, which was formerly made up to the 30th September in each year, is now rendered to the 31st December in each year, conformably to the Act 4 Geo. 4. c. 41.

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same, (including their repeated Voyages) that entered Inwards and cleared Outwards at the several Ports of Great Britain, from and to all Parts of the World, during each of the three years ending 5th January, 1827; also, showing the Number and Tonnage of Shipping entered Inwards and cleared Outwards, during the same period, exclusive of the intercourse with Ireland.

Years ending 5th January.	Shipping Entered Inwards in Great Britain, from all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825	19,164	2,364,249	142,923	5,280	694,880	38,662	24,444	3,059,129	181,585
1826	21,786	2,786,844	162,614	6,561	892,091	48,943	28,347	3,679,445	211,557
1827	18,960	2,478,047	151,327	5,439	643,922	37,137	24,399	3,121,969	188,464

VESSELS EMPLOYED IN THE FOREIGN TRADE.

Years ending 5th January.	Shipping Cleared Outwards from Great Britain to all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825.....	20,732	2,492,402	152,584	4,717	690,374	35,823	25,449	3,182,776	188,407
1826.....	21,384	2,633,524	161,725	5,753	851,354	44,431	27,137	3,484,878	205,156
1827.....	21,874	2,676,263	163,027	5,129	641,106	34,600	27,003	3,317,369	197,627

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of Ireland, in the years ending 5th January 1825, 1826, and 1827, respectively.

Year ending 5th January, 1825.....	Vessels.	Tons.
1826.....	44	2,501
1827.....	48	2,653

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of Ireland, from and to all Parts of the World, during each of the three years ending 5th January 1827; also, showing the Number and Tonnage of Shipping entered Inwards and cleared Outwards, during the same period, exclusive of the intercourse with Great Britain.

Years ending 5th January.	Shipping Entered Inwards in Ireland, from all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
1825.....	11,594	1,036,977	60,072	375	64,792	3,464	11,969	1,101,769	63,536
1826.....	12,238	1,100,602	65,921	420	66,711	3,779	12,658	1,167,313	69,700
1827.....	12,364	1,191,679	73,301	290	50,194	2,701	12,654	1,241,873	76,002

Years ending 5th January.	Shipping Cleared Outwards from Ireland, to all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
1825.....	7,947	685,713	41,555	308	56,355	2,959	8,255	742,068	44,514
1826.....	9,362	823,855	50,247	332	54,712	3,104	9,694	878,567	53,351
1827.....	6,957	750,004	46,364	281	51,334	2,705	7,238	801,338	49,069

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of Ireland, on the 30th September, 1824, and on the 31st December, 1825 and 1826 respectively.

	Vessels.	Tons.	Men.
On the 30th September, 1824	1,376	73,293	6,779
31st December, 1825.....	1,391	80,583	7,090
1826	1,391	90,768	7,327

VESSELS, with their Tonnage, that have been Built and Registered in the British Empire, from 1814 to 1826, both inclusive; distinguishing separately, those Built in the United Kingdom, in Guernsey, Jersey, and Man, and in the British Plantations; and arranged in Two Classes, the First consisting of Vessels above, and the Second, of those under, One Hundred Tons.

Year.	Above 100 Tons.		British Empire.		Under 100 Tons.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1814.....	342	73,452	522	24,497		
1815.....	532	96,760	651	31,780		
1816.....	445	79,100	829	38,301		
1817.....	353	72,300	729	32,129		
1818.....	396	74,298	663	30,068		
1819.....	387	77,957	738	34,216		
1820.....	253	57,531	630	27,051		
1821.....	211	46,253	661	28,594		
1822.....	219	43,078	561	24,066		
1823.....	303	62,331	544	23,697		
1824.....	481	112,351	698	31,390		
1825.....	684	165,866	855	39,058		
1826.....	601	134,488	921	44,532		
	<u>5,207</u>	<u>1,095,765</u>	<u>9,002</u>	<u>409,379</u>		
	Above 100 Tons.		Under 100 Tons.			
	Ships.	Tonnage.	Ships.	Tonnage.		
United Kingdom.....	4,102	819,685	5,906	281,882		
Guernsey.....	28	5,198	33	1,084		
Jersey.....	24	4,053	32	969		
Man.....	1	176	132	3,802		
British Plantations.....	1,052	266,653	2,899	121,642		
Total of 13 years, from						
1814 to 1826.....	<u>5,207</u>	<u>1,095,765</u>	<u>9,002</u>	<u>409,379</u>		
Average.....	400	84,289	692	31,490		

STEAM VESSELS Built and Registered in the United Kingdom, in Guernsey, Jersey and Man, and in the British Plantations, during each year, from 1814 to 1826, both inclusive.

United Kingdom.		Ships.	Tons.
Total of 13 years, from 1814 to 1826....		<u>228</u>	<u>26,198</u>
Average.....		17	2,015
British Plantations.		Ships.	Tons.
Total of 13 years, from 1814 to 1826....		<u>16</u>	<u>4,743</u>
Average.....		1	364

None Built in the Islands of Guernsey, Jersey, or Man.

SHIPS, with the Amount of their Tonnage, and the Number of Men and Boys usually navigating the same, that belonged to the several Ports of the British Empire, from the year 1822 to 1826, both years inclusive.

	Ships.	Tons.	Men.
In the year 1822.....	24,642	2,519,044	166,333
1823.....	24,542	2,506,760	165,474
1824.....	24,776	2,559,587	168,637
1825.....	24,280	2,553,682	166,183
1826.....	24,625	2,635,644	167,636

SHIPS

SHIPS, and Amount of their Tonnage and Men, which have entered Inwards and cleared Outwards, from the Ports of Great Britain, in the year ended 5th January, 1827; distinguishing British and Foreign, and the different Countries to which they belong.

	Inwards.		Outwards.			Inwards.		Outwards.	
	British Ships.	Foreign Ships.	British Ships.	Foreign Ships.		British Ships.	Foreign Ships.	British Ships.	Foreign Ships.
London	3,495	1,586	2,149	1,486	Ramsgate	100	18	7	2
Aberystwith	9	—	6	—	Rye	53	9	40	4
Aldborough	—	1	1	—	Saint Ives	5	6	12	6
Arundel	12	1	10	4	Scarborough	17	2	24	1
Barnstaple	2	—	—	—	Scilly	2	—	—	—
Beaumaris	22	15	24	21	Shoreham	95	77	96	77
Berwick	20	14	7	13	Southampton	337	31	305	28
Blackney & Clay ..	7	2	1	2	Southwold	1	—	—	—
Bideford	9	—	8	—	Stockton	29	22	22	22
Boston	47	21	29	21	Sunderland	78	46	210	72
Bridgwater	14	2	10	2	Swansea	53	20	63	20
Bridlington	9	19	9	18	Truro	25	27	8	30
Bristol	334	60	277	35	Wells	13	17	4	9
Cardiff	21	19	70	25	Weymouth	44	6	37	1
Cardigan	8	—	—	—	Whitby	14	1	36	—
Carlisle	13	—	1	—	Whitehaven	640	1	650	1
Chepstow	13	—	3	—	Wisbeach	7	9	1	8
Chester	41	—	13	—	Woodbridge	6	2	1	4
Chichester	4	1	6	1	Yarmouth	57	64	52	55
Colchester	21	11	20	14	Aberdeen	159	24	178	24
Cowes	9	4	9	2	Ayr	9	—	6	—
Dartmouth	102	14	143	1	Alloa	3	4	27	2
Deal	—	—	—	—	Anstruther	3	4	3	1
Dover	691	308	751	376	Banff	9	21	19	15
Exeter	73	13	64	11	Borrowstoness ..	17	5	32	19
Falmouth	47	10	28	—	Campbeltown ..	6	—	23	—
Faversham	85	4	11	1	Dumfries	13	—	7	—
Fowey	18	21	4	—	Dunbar	11	4	2	3
Gloucester	1	—	—	—	Dundee	144	7	102	4
Grimsbay	29	75	12	55	Fort William ..	2	—	—	—
Gweek	—	11	1	11	Glasgow	67	10	62	10
Harwich	103	10	58	5	Grangemouth ..	64	37	25	22
Hull	724	854	580	776	Greenock	197	8	220	8
Ilfracombe	5	—	3	—	Inverness	10	—	2	—
Ipswich	26	9	19	5	Irvine	75	—	81	—
Lancaster	28	—	12	—	Kirkaldy	36	9	31	9
Leigh	21	—	14	—	Kirkcudbright ..	3	—	44	—
Liverpool	1,387	680	1,433	699	Kirkwall	—	8	—	1
Llanelly	14	71	1	71	Leith	247	139	187	117
Looe	4	—	3	—	Lerwick	4	2	6	—
Lyme	34	4	32	4	Montrose	80	20	95	15
Lynn	60	127	21	110	Oban	—	—	—	—
Maldon	28	11	15	7	Perth	31	10	8	5
Milford	30	2	7	2	Port Glasgow ..	64	5	67	6
Minehead	—	—	—	—	Port Patrick	—	—	—	—
Newcastle	300	226	854	445	Preston Pans ..	6	13	3	13
Newhaven	43	5	4	4	Rothesay	1	—	—	—
Newport	15	12	52	22	Stornoway	13	2	1	1
Padstow	5	5	18	5	Stranraer	2	—	19	—
Penzance	21	19	31	22	Thurso	2	—	20	4
Plymouth	313	54	315	53	Tobermory	—	—	4	—
Portsmouth	112	174	106	167	Wick	—	—	—	—
Poole	140	7	127	5	Wigtown	33	—	29	—
Preston & Poulton ..	13	—	5	—	Total Ships of)	—	—	—	—
Rochester	154	265	27	9	Great Britain }	11,623	5,439	10,275	5,129

Tonnage..1,796,250	Tonnage..643,922	Tonnage..1,620,393	Tonnage..641,106
Men..... 105,109	Men..... 37,137	Men..... 99,007	Men..... 34,600

KINGDOMS or STATES to which the Foreign Vessels in the foregoing Account belonged.

Countries.	Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	85	23,773	1,173	82	21,378	1,122
Sweden	94	13,909	823	88	14,958	814
Norway	496	78,953	4,194	463	76,486	3,931
Denmark	762	56,990	3,623	795	62,367	3,801
Prussia	588	112,765	4,909	578	113,736	4,847
Germany	906	81,572	4,196	949	92,203	4,586
Belgium	840	71,174	3,464	731	63,649	3,355
France	1,194	52,426	7,873	960	42,446	5,157
Portugal	14	1,696	121	19	2,148	169
Spain	13	1,223	113	14	1,122	90
Italy	3	886	47	3	926	51
West Indies Foreign } Colonies	1	139	9	—	—	—
United States	440	147,741	6,547	446	146,534	6,667
Foreign Continental } Colonies	3	675	45	1	153	10
Total..	5,439	643,922	37,137	5,129	641,106	34,600

VESSELS Registered, their Tonnage and Men, on the 30th September in each Year from 1822 to 1826, both inclusive, belonging to the several Ports of the United Kingdom, of Guernsey, Jersey, and Man, and in the British Plantations, with the Aggregate of the British Empire; distinguishing each in Two Classes, the First consisting of Vessels above, and the Second of those below, One Hundred Tons.

1822.

	Above 100 Tons.			Under 100 Tons.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
United Kingdom	7,665	1,690,382	98,801	13,091	598,617	48,728
Guernsey	39	6,609	420	25	1,382	124
Jersey	45	7,254	653	62	3,339	423
Man	—	—	—	311	7,820	2,168
British Plantations	439	77,035	3,857	2,965	126,606	11,159
Total British Empire..	8,188	1,781,280	103,731	16,454	737,764	62,602

VESSELS

VESSELS Registered, &c. from 1822 to 1826, *continued.*

1823.

	Above 100 Tons.			Under 100 Tons.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
United Kingdom	7,634	1,682,833	98,852	12,939	593,162	48,206
Guernsey	39	6,724	427	29	1,564	144
Jersey	50	7,899	689	64	3,366	373
Man	—	—	—	287	7,319	2,047
British Plantations.....	419	73,581	3,624	3,081	130,312	11,112
Total British Empire..	8,142	1,771,037	103,592	16,400	735,723	61,882

1824.

United Kingdom.....	7,812	1,725,334	101,401	12,991	596,619	48,341
Guernsey	34	5,659	362	36	1,622	167
Jersey	51	8,052	767	65	3,426	397
Man	—	—	—	291	7,603	2,113
British Plantations	426	81,457	3,881	3,070	129,815	11,208
Total British Empire..	8,323	1,820,502	106,411	16,453	739,085	62,226

1825.*

United Kingdom.....	7,853	1,735,896	100,621	12,340	574,906	46,730
Guernsey	34	5,546	356	45	1,752	200
Jersey	57	9,282	848	85	4,474	482
Man	—	—	—	287	7,451	1,887
British Plantations.....	440	82,209	3,872	3,139	132,666	11,187
Total British Empire..	8,384	1,832,433	105,697	15,896	721,249	60,486

1826.*

United Kingdom	8,171	1,802,710	103,194	12,298	579,359	46,700
Guernsey	34	5,538	358	40	1,592	185
Jersey	62	11,068	849	109	4,582	669
Man	—	—	—	254	6,612	1,604
British Plantations	448	87,570	3,780	3,209	136,613	10,297
Total British Empire..	8,715	1,906,886	108,181	15,910	728,758	59,455

* The Returns from which the Account for these Years was prepared were made up to the 31st of December, instead of the 30th September, as in the former Years, conformably with the Act 4 Geo. 4. c. 41.

A COMPARATIVE STATEMENT of British and Foreign Tonnage, cleared Outwards from the Ports of Great Britain and Ireland, distinguishing the several Countries ; for the Year ending 5th January, 1827.

Countries.	GREAT BRITAIN.		IRELAND.	
	British.	Foreign.	British.	Foreign.
Russia	147,224	15,333	10,868	429
Sweden	6,773	7,458	—	336
The Baltic (not otherwise stated)	288	41,893		
Norway	8,377	78,089	2,016	15,999
Denmark	53,278	74,724	232	—
Prussia	53,619	73,893	3,715	7,330
Germany	100,065	68,730	518	148
Belgium	62,127	58,091	—	622
France	85,099	54,226	1,629	2,584
Portugal	50,909	10,025	1,836	8,069
Spain	26,913	4,690	1,891	1,279
Gibraltar	15,785	548	1,177	1,269
The Mediterranean (not otherwise stated)	260	185		
Italy	50,964	1,597	394	—
Malta	4,883	—	156	—
Ionian Islands	1,887	—		
Turkey, and the Levant	13,250	—	145	—
Foreign Parts (not otherwise stated)	—	1,627		
British Islands, viz.				
Guernsey, Jersey, Man, and Alderney	84,265	—	960	—
Asia	110,275	2,038		
Africa	26,720	—	904	—
Greenland Fishery	30,103	—		
Southern Whale Fishery	10,429	—		
British Northern Colonies	331,250	—	66,508	—
British West India Islands	236,109	—	15,743	—
United States of America	53,947	142,010	8,044	13,269
Foreign West India Islands	14,472	4,474		
Foreign Continental Colonies	41,119	1,475	296	—
Total Great Britain	1,620,393	641,106	117,032	51,334

BRITISH AND FOREIGN SHIPS, and the Total Amount of the respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, between the Years 1824 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1824	3,442	928,051	466	154,872
1825	3,661	986,266	614	200,287
1826	3,482	975,612	458	153,802

BRITISH SHIPS, together with the Total Amount of their Tonnage, which entered Inwards and cleared Outwards from and to His Majesty's Colonies and Plantations in the West Indies, and on the Continent of America, south of the 35th degree of latitude, from the Year 1820 to the Year 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	857	240,510	831	233,486
1821	884	245,321	891	246,180
1822	839	232,426	743	208,099
1823	861	233,790	842	232,717
1824	899	244,971	848	233,097
1825	872	232,357	801	219,431
1826	891	243,448	907	251,852

A like ACCOUNT from His Majesty's Colonies and Plantations in America, north of the 35th degree of latitude.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820.....	1,440	343,377	1,497	341,650
1821.....	1,403	327,446	1,426	328,425
1822.....	1,416	356,448	1,493	354,426
1823.....	1,579	401,669	1,433	354,027
1824.....	1,683	427,832	1,670	412,073
1825.....	1,858	489,844	1,817	463,906
1826.....	1,770	472,588	1,556	397,758

A like ACCOUNT from the Possessions of His Majesty, or of the East India Company, to the Eastward of the Cape of Good Hope, including New South Wales and Van Dieman's Land.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	141	81,971	110	56,544
1821	91	45,526	95	47,232
1822	81	41,352	125	59,827
1823	101	53,483	133	62,069
1824	120	55,308	131	62,511
1825	110	49,460	169	73,696
1826	168	72,457	179	72,543

And a like ACCOUNT from any Possessions, Settlements, or Territories, on the West Coast of Africa, including the Cape of Good Hope.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	55	12,273	89	21,559
1821	76	17,643	100	19,277
1822	60	10,753	106	18,495
1823	81	16,288	105	23,985
1824	94	20,742	124	31,309
1825	124	33,215	123	29,432
1826	122	32,044	103	26,758

VESSELS, with the Amount of their Tonnage, which cleared out from the Ports of Great Britain for the Deep Sea Fishery, to any part of the World, between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Greenland and South Sea Fishery.	
	Vessels.	Tonnage.
1820	210	64,847
1821	196	59,445
1822	168	49,614
1823	179	55,297
1824	143	44,316
1825	142	43,721
1826	128	40,532

BRITISH SHIPS, together with the total Amount of their Tonnage, which entered the Ports of Ireland, from all parts of the World out of Europe, (exclusive of the Mediterranean), between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Ships.	Tonnage.
1820	248	49,404
1821	249	47,667
1822	281	55,543
1823	229	41,330
1824	283	58,240
1825	358	76,702
1826	424	97,010

BRITISH SHIPS, together with the total Amount of their Tonnage, which cleared Outwards and entered Inwards in the Ports of Ireland, to and from His Majesty's Colonies and Possessions in America (including Newfoundland, &c.) north of the 35th degree of latitude, from 1820 to 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	169	34,254	202	40,955
1821	165	22,141	186	35,084
1822	209	43,448	220	44,718
1823	138	26,283	175	35,229
1824	208	45,376	173	36,755
1825	277	62,329	235	52,574
1826	342	81,905	280	66,508

FOREIGN SHIPS, together with the total Amount of their Tonnage, which entered the Ports of Ireland from all parts of the World out of Europe (exclusive of the Mediterranean), between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Ships.	Tonnage.
1820	56	14,420
1821	47	11,481
1822	46	12,009
1823	46	12,245
1824	74	20,857
1825	55	16,030
1826	40	11,079

BRITISH

BRITISH SHIPS, together with the total Amount of their Tonnage, which cleared Outwards and entered Inwards in the Ports of Ireland, to and from His Majesty's Colonies and Possessions in the West Indies, and on the Continent of America, south of the 35th degree of latitude, from the Year 1820 to 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	61	10,995	77	15,742
1821	68	11,830	84	15,350
1822	57	9,167	77	15,824
1823	77	12,186	78	13,576
1824	70	11,762	92	16,524
1825	75	12,812	76	14,240
1826	70	12,574	85	15,743

VESSELS, with the Amount of their Tonnage and the Number of Men and Boys employed in navigating the same, that entered Inwards and cleared Outwards, from and to all Parts of the World, in the several Years from 1820 to 1826, exclusive of the Trade between Great Britain and Ireland.

Years.	Entered Inwards.					
	British.			Foreign.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	10,755	1,593,074	96,094	3,235	405,079	25,277
1821	10,208	1,516,258	92,722	3,063	362,734	24,195
1822	10,444	1,574,244	93,888	3,089	415,968	25,611
1823	10,698	1,668,336	108,027	3,758	528,720	30,975
1824	11,124	1,705,495	103,482	5,280	694,880	38,662
1825	12,807	2,027,469	116,704	6,561	892,601	48,943
1826	11,623	1,796,250	105,109	5,439	643,922	37,137

Years.	Cleared Outwards.					
	British.			Foreign.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	9,636	1,472,947	91,657	2,739	390,991	22,211
1821	9,358	1,422,862	89,709	2,444	350,850	20,398
1822	9,501	1,458,599	91,436	2,582	408,417	22,871
1823	9,240	1,483,592	91,938	3,179	515,774	26,844
1824	9,743	1,586,953	99,059	4,717	690,374	35,823
1825	10,403	1,711,169	105,001	5,753	851,354	44,431
1826	10,275	1,620,393	99,007	5,129	641,106	34,600

BRITISH AND FOREIGN SHIPS, and the Total Amount of their respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, and exclusive of the British Ships from His Majesty's Colonies and Plantations in America, between the Years 1824 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1824	1,759	500,219	466	154,872
1825	1,803	496,422	614	200,287
1826	1,712	503,024	458	153,802

BRITISH AND FOREIGN VESSELS, with the Amount of their respective Tonnage, which entered the Ports of the United Kingdom from the Ports of Foreign Europe, including the Vessels entered from the Mediterranean; between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1820.....	6,502	751,594	2,948	287,386
1821.....	6,108	708,669	2,809	255,273
1822.....	6,310	772,148	2,888	312,997
1823.....	6,054	750,115	3,551	415,568
1824.....	6,238	769,643	5,179	603,437
1825.....	8,001	1,071,873	6,350	757,302
1826.....	6,947	876,423	5,263	539,069

VESSELS, together with the total Amount of their Tonnage employed in the Coasting Trade, in the Years 1824 to 1826, both inclusive.

Years.	Inwards.		Outwards.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1824	127,365	9,167,573	129,731	9,236,255
1825	127,722	9,392,965	129,921	9,008,579
1826	125,720	9,503,554	127,631	9,424,034

The above Account includes the repeated Voyages, and also the Trade between Great Britain and Ireland.

BRITISH AND FOREIGN VESSELS, with the Amount of their respective Tonnage, which entered the Ports of the United Kingdom from the Ports of Foreign Europe, including the Vessels entered from the Mediterranean, between the Years 1824 and 1826, both inclusive; distinguishing each Year.

Years.	British.		Foreign.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1824.....	6,238	769,643	5,179	603,437
1825.....	8,001	1,071,873	6,350	757,302
1826.....	6,947	876,423	5,263	539,069

BRITISH AND FOREIGN VESSELS which entered Inwards and cleared Outwards, from and to the Baltic, in each Year from 1820 to 1826, both inclusive; and distinguishing the several Countries.

Years.	Russia, Ports within the Baltic.				Sweden, Ports within the Baltic.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.
1820	1,074	77	482	61	29	55	14	44
1821	726	40	347	41	31	36	13	23
1822	1,017	61	451	39	30	51	21	31
1823	973	83	440	35	42	84	22	36
1824	1,090	136	639	79	20	96	17	46
1825	1,555	132	806	73	16	112	17	79
1826	984	75	599	42	23	50	15	23

Years.	Denmark, Ports within the Baltic.				Mecklenburg.				Prussia.			
	Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.	
	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.
1820	19	41	357	112	42	50	11	25	526	300	231	158
1821	10	19	360	82	7	15	8	13	452	159	195	93
1822	15	17	339	98	1	10	5	15	539	258	228	190
1823	15	25	310	200	—	9	1	21	413	387	138	266
1824	20	102	233	310	3	78	1	54	483	733	251	414
1825	24	260	204	423	21	154	11	88	981	920	453	555
1826	37	238	273	389	91	159	36	72	653	632	306	400

BRITISH AND FOREIGN SHIPS, and the total Amount of the respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, and exclusive of the British Ships from His Majesty's Colonies and Plantations in America, in the following Years.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	1,684	491,392	525	160,348
1821	1,677	493,235	451	140,833
1822	1,590	449,553	500	156,054
1823	1,776	502,278	515	167,060
1824	1,759	500,219	466	154,872
1825	1,803	496,422	614	200,287
1826	1,712	503,024	458	153,802

A COMPARATIVE STATEMENT of British and Foreign Tonnage which have entered the several Ports of Ireland from Foreign Parts in the last Twelve Years ending 5th January, 1827.

Countries.	Ireland.	
	British Tonnage.	Foreign Tonnage.
Russia	60,599	2,066
Sweden	6,744	40,763
Norway and Denmark	46,685	258,305
Prussia.....	54,719	74,562
Germany.....	2,235	3,733
Belgium	11,794	51,662
France	16,030	1,434
Portugal	53,161	67,474
Spain	76,212	2,058
Gibraltar	20,930	5,578
Italy.....	32,915	3,684
Malta	—	—
Ionian Islands	—	—
Turkey and the Levant	7,922	—
Asia	—	—
Africa	3,243	—
British Northern Colonies	429,972	612
British West Indies.....	115,005	—
United States of America	32,692	192,887
Foreign West Indies	2,282	200
Foreign Continental Colonies....	363	—
Total.....	<u>973,503</u>	<u>705,018</u>

BRITISH AND FOREIGN TONNAGE, reported Inwards and cleared Outwards with Cargoes, in the Ports of GREAT BRITAIN, to and from the Ports in Europe ; distinguishing the Inward from the Outward, and specifying the Countries to and from which, for the Three Years ending 5th January, 1827.

Countries.	INWARDS.					
	Year ended Jan. 5, 1825.		Year ended Jan. 5, 1826.		Year ended Jan. 5, 1827.	
	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
Russia	233,376	30,959	334,445	34,216	220,392	23,321
Sweden	16,826	38,127	15,059	52,166	11,654	15,189
Norway	4,378	119,661	8,034	135,435	5,471	73,588
Denmark.....	6,085	23,639	15,158	50,585	22,650	56,427
Prussia.....	92,351	140,806	181,622	176,799	100,918	112,656
Germany.....	64,419	44,925	107,895	78,775	103,747	77,706
Belgium	58,522	95,634	79,820	103,987	92,633	71,606
France	40,507	33,400	38,515	34,823	41,511	36,423
Portugal	54,786	2,102	71,772	3,583	61,694	3,464
Spain	38,604	4,336	42,708	8,474	34,473	3,076
Gibraltar.....	18,147	494	2,257	—	2,588	—
Italy.....	37,781	115	43,856	594	36,513	1,370
Malta	3,191	—	1,395	—	1,822	—
Ionian Islands	6,391	—	6,152	—	5,480	—
Turkey	21,831	—	35,280	—	20,463	—
Total..	697,195	534,198	983,968	679,434	762,009	474,826

Countries.	OUTWARDS.					
	Year ended Jan. 5, 1825.		Year ended Jan. 5, 1826.		Year ended Jan. 5, 1827.	
	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
Russia	54,285	9,841	66,323	11,114	55,504	6,133
Sweden	3,851	5,746	4,341	6,664	2,955	3,475
Norway	2,222	15,841	2,243	20,931	1,870	12,429
Denmark.....	30,677	34,346	21,778	44,145	31,084	35,995
Prussia.....	4,680	35,187	4,914	38,524	5,011	43,700
Germany.....	68,899	21,795	74,026	32,450	88,825	32,429
Belgium	32,988	59,240	40,320	52,507	43,747	31,300
France	34,128	27,505	32,063	28,610	42,481	26,376
Portugal	32,498	3,441	30,198	2,358	32,484	3,794
Spain	19,450	1,363	19,072	2,367	15,170	2,144
Gibraltar.....	17,836	494	15,025	1,378	14,481	—
Italy.....	41,018	573	33,430	—	43,947	1,319
Malta	4,845	—	4,083	—	4,824	—
Ionian Islands	794	—	2,213	—	1,887	—
Turkey	17,893	205	16,283	—	10,961	—
Total..	356,064	215,577	366,312	241,048	395,231	199,094

BRITISH AND FOREIGN TONNAGE reported Inwards and cleared Outwards, with Cargoes in the Ports of IRELAND, to and from Ports in Europe, in the Twelve Years ending 5th January, 1827.

Countries.	Inwards.		Outwards.	
	British.	Foreign.	British.	Foreign.
Russia	24,098	689	6,110	707
Sweden	694	4,045	75	746
Norway	17,481	55,029	1,765	13,522
Denmark	504	—	141	1,215
Prussia	28,047	24,701	1,207	5,323
Germany	669	906	115	329
Belgium.....	1,693	18,656	—	625
France	3,621	435	1,194	155
Portugal.....	9,784	19,532	544	14,965
Spain	18,627	460	532	459
Gibraltar	3,496	3,573	2,247	3,970
Italy	10,101	3,366	111	—
Malta.....	—	—	—	—
Ionian Islands	—	—	—	—
Total.	188,815	131,392	14,041	42,016

A RETURN of the total Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in navigating the same, (including their repeated Voyages) that entered Inwards and cleared Outwards from and to all parts of the World, in the Year 1826; distinguishing the British from the Foreign.

Year.	Inwards.					
	British and Irish Vessels.			Foreign Vessels.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1826	12,473	1,950,630	113,093	5,729	694,116	39,838

Year.	Outwards.					
	British and Irish Vessels			Foreign Vessels.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1826	10,844	1,737,425	105,198	5,410	692,440	37,305

TONNAGE employed in the Coasting Trade of Great Britain and Ireland, for the Year 1826.

Year.	Great Britain.			
	Coasting Trade.		Whale Fisheries.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.
1826	8,368,812	8,688,487	39,394	40,532

Year.	Ireland.			
	Coasting Trade.		Whale Fisheries.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.
1826	1,134,742	735,547	—	—

VESSELS

VESSELS, with the Amount of their Tonnage, and the Number of Men and Boys employed in navigating the same, that entered Inwards from all Parts of the World, in the several Years from 1820 to 1826, both inclusive; distinguishing the British from the Foreign.

British and Irish Vessels.

Foreign Vessels.

Years.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	11,285	1,668,060	100,325	3,472	447,611	27,633
1821	10,805	1,599,423	97,485	3,261	396,107	26,043
1822	11,057	1,663,627	98,980	3,389	469,151	28,421
1823	11,271	1,740,859	112,244	4,069	582,996	33,828
1824	11,731	1,797,089	108,686	5,655	759,672	42,126
1825	13,503	2,143,317	123,028	6,981	959,312	52,722
1826	12,473	1,950,630	113,093	5,729	694,116	39,838

The above is exclusive of the Intercourse between Great Britain and Ireland.

VESSELS, that have been Built and Registered in the Ports of Great Britain and Ireland, from 1824 to 1826, both inclusive; distinguishing the several Ports, and the number of Ships built at each.

Ports of	1824.	1825.	1826.	Ports of	1824.	1825.	1826.
England.	Vessels.	Vessels.	Vessels.	England.	Vessels.	Vessels.	Vessels.
London	61	78	72	Maldon	1	3	4
Aberystwith	0	2	2	Milford	3	8	4
Aldbro'	2	1	0	Minehead	0	0	1
Arundel	1	1	2	Newcastle	33	57	46
Barnstaple	2	2	5	Newhaven	0	2	0
Beaumaris	11	9	22	Newport	9	9	10
Berwick	1	2	3	Padstow	2	3	7
Bideford	7	9	14	Pembroke	0	0	0
Blackney & Clay	2	1	1	Penryn	0	0	0
Boston	9	8	10	Penzance	4	0	14
Bridgewater	1	0	0	Plymouth	18	13	28
Bridlington	2	0	1	Poole	5	3	4
Bristol	21	25	12	Portsmouth	9	6	4
Cardiff	2	1	2	Preston & Poul-			
Cardigan	3	16	16	ton	2	0	3
Carlisle	0	3	1	Rochester	4	12	16
Chepstow	7	10	9	Ramsgate	3	2	4
Chester	8	16	18	Rye	7	7	9
Chichester	0	0	2	Saint Ives	1	1	0
Colchester	8	4	11	Sandwich	0	0	0
Cowes	4	14	16	Scarboro'	9	10	5
Dartmouth	11	10	19	Scilly	2	1	2
Deal	1	0	2	Shorcham	2	1	2
Dover	0	13	6	Southampton	20	14	17
Exeter	10	12	14	Southwold	0	1	1
Falmouth	1	1	1	Stockton	7	5	14
Faversham	5	5	5	Sunderland	70	98	84
Fowey	11	9	15	Swansea	2	2	4
Gloucester	12	8	21	Truro	2	1	1
Grimsby	9	4	5	Wells	2	2	2
Gweek	0	1	0	Weymouth	3	1	2
Harwich	1	1	1	Whitby	14	15	18
Hull	36	45	49	Whitehaven	20	19	21
Ilfracomb.	2	1	3	Wisbech	1	0	2
Ipswich	12	9	14	Woodbridge	3	2	5
Lancaster	5	12	7	Yarmouth	34	48	39
Liverpool	38	31	33				
Llanelly	2	4	2				
Looe	2	0	3				
Lyme	16	6	8				
Lynn	7	4	2				
				Total	625	722	802
				Tons	70,428	102,842	90,813

Table continued.

Ports of Scotland.	1824. Vessels.	1825. Vessels.	1826. Vessels.	Ports of Ireland.	1824. Vessels.	1825. Vessels.	1826. Vessels.
Aberdeen	19	28	43	Ballyrain.....	0	0	0
Ayr	3	2	5	Baltimore	3	2	4
Alloa	1	3	9	Belfast	3	4	5
Anstruther	11	11	9	Coleraine.....	0	0	0
Banff	6	47	34	Cork	9	7	17
Borrowstoness..	5	4	9	Donaghadee ..	0	1	0
Campbeltown ..	2	0	4	Drogheda	0	0	0
Dumfries	4	7	9	Dublin.....	3	4	4
Dunbar	1	2	2	Dundalk	0	0	0
Dundee	15	13	16	Galway	0	2	3
Fort William ..	0	0	1	Killybegs.....	0	0	0
Glasgow	0	0	10	Kilrush	3	2	0
Grangemouth ..	1	0	2	Kinsale	6	3	0
Greenock	10	10	20	Larne	0	0	0
Inverness.....	2	6	10	Limerick.....	2	2	7
Irvine	4	0	1	Londonderry ..	0	1	0
Isle Martin	0	0	0	Newport	0	1	0
Kirkaldy	1	12	2	Newry.....	0	6	4
Kirkcudbright..	0	0	1	Ross.....	0	0	0
Kirkwall	2	1	0	Sligo	1	0	1
Leith	21	27	32	Strangford	1	0	0
Lerwick	3	2	1	Tralee	0	0	0
Montrose.....	7	6	11	Waterford	0	1	2
Oban	0	0	2	Wexford	0	0	1
Perth	4	10	9	Wicklow.....	0	1	0
Port Glasgow ..	11	10	10	Youghal	4	7	0
Port Patrick ..	0	0	0				
Preston Pans ..	0	1	2	Total.....	35	44	48
Rothsay	0	0	1	Tons	1,811	2,497	2,653
Stornoway	1	3	5				
Stranraer.....	0	1	0				
Thurso.....	0	0	0				
Tobermory	0	0	2				
Wick	3	1	1				
Wigtown.....	2	2	2				
Total....	139	209	265				
Tons	12,840	17,136	24,897				

SHIPS, and Amount of their Tonnage and Men, which have entered Inwards, and cleared Outwards, from the Ports of Ireland, in the Year ended 5th January, 1827.

British.			Foreign.		
Ships.	Tons.	Men.	Ships.	Tons.	Men.
Total 850	154,380	7,984	290	50,194	2,701
British.			Foreign.		
Ships.	Tons.	Men.	Ships.	Tons.	Men.
Total 569	117,030	6,191	281	51,334	2,625

COUNTRIES

COUNTRIES to which the Foreign Vessels belong.

	Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	5	706	37	1	208	8
Sweden.....	14	2,488	136	11	1,950	101
Norway.....	100	17,247	936	97	17,090	909
Denmark	1	90	6	1	90	6
Prussia	36	7,933	359	33	7,176	326
Germany	8	1,125	54	3	478	20
Belgium	34	3,926	209	21	2,628	143
France	2	151	11	4	507	30
Portugal	48	4,897	427	63	7,717	551
Spain	1	190	11	0	0	0
United States of Ame- rica	41	11,441	515	47	13,490	611
Total.....	290	50,194	2,701	281	51,334	2,705

SHIPS, specifying their Tonnage, which have Entered the port of London, in the years 1823, 1824, and 1825; distinguishing the British from the foreign, and the coasters from the foreign trade.

Year	Vessels in Foreign Trade.			
	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1823	3,031	611,451	865	161,705
1824	3,132	607,106	1,643	264,098
1825	3,989	758,565	1,743	302,122
Total in 1823, including vessels in coasting trade,			Ships.	Tonnage.
1824			21,975	2,968,406
1825			23,618	3,170,186
1825			25,259	3,421,313

SHIPS, with their Tonnage, Entered Inwards at the port of Liverpool, during the last five years, from Sweden, Norway, Denmark, Russia and Prussia.

Years.	Sweden.				Norway.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822....	2	143	2	287	3	266	7	1,122
1823....	1	165	2	320	6	605	5	856
1824....	1	161	8	2,241	1	176	5	645
1825....	-	-	6	905	3	313	4	690
1826....	-	-	4	545	-	-	10	1,618

Liverpool Table Continued.

Years	Denmark.				Russia.				Prussia.			
	British.		Foreign.		British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822	1	92	3	557	63	11,661	28	7,061	—	—	87	20,690
1823	3	246	2	250	83	14,634	40	9,670	—	—	92	20,683
1824	—	—	3	250	61	10,323	48	10,158	—	—	111	23,038
1825	3	290	9	1,010	81	15,574	50	11,135	9	1,303	114	24,437
1826	8	857	12	1,684	54	12,027	37	10,474	18	2,973	136	27,642

SHIPS, with their Tonnage, Entered Inwards at Liverpool during the following years, from the United States of America.

Year	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1822	76	21,825	350	114,825
1823	156	43,817	389	132,316
1824	99	29,327	307	109,723
1825	89	26,707	443	150,174
1826	111	34,498	343	120,858

SHIPS, and Tonnage cleared Outwards from Liverpool, during the following Years, for Sweden, Norway, Denmark, Russia and Prussia.

	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
<i>Sweden</i>				
Total of five years, from 1822 to 1826, with cargoes	5	620	29	6421
In ballast	3	1,006	13	4,152
<i>Norway.</i>				
With cargoes	29	3,010	50	9,032
In ballast	—	—	2	330
<i>Denmark.</i>				
With cargoes	54	8,712	336	72,564
In ballast	5	1,509	22	3,882
<i>Russia.</i>				
With cargoes	317	54,922	117	28,624
In ballast	65	17,770	10	3,812
<i>Prussia.</i>				
With cargoes	12	1,720	353	95,436
In ballast	9	1,995	15	3,907

SHIPS,

SHIPS, and their Tonnage, cleared Outwards from Liverpool for the United States of America, during the following Years.

Years.	With Cargoes.				In Ballast.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822	118	34,055	328	105,180	2	427	1	266
1823	105	30,928	372	121,964	9	2,194	2	565
1824	73	22,596	289	100,932	5	1,511	3	1,017
1825	74	23,466	418	138,558	2	533	10	2,640
1826	96	31,176	338	117,345	5	1,538	6	1,741

SHIPS which passed THE SOUND, from the Year 1787 to the Year 1792, both inclusive.

	1787.	1788.*	1790.	1791.	1792.
	Number.	Number.	Number.	Number.	Number.
British.....	2,959	3,279	3,771	3,720	4,349
Prussian.....	743	904	599	430	737
Swedish.....	2,395	1,315	430	1,816	2,134
Danish.....	1,337	1,259	1,586	1,394	1,362
Imperial.....	61	79	6	(Austrians) 46	40
Bremen.....	142	172	177	135	188
Dantzic.....	200	169	248	239	209
Russian.....	96	61	6	34	65
Lubeck.....	66	62	89	86	86
Rostock.....	—	171	339	318	338
Hamburgh.....	77	71	104	104	83
Portuguese.....	16	16	28	23	11
Dutch.....	1,436	1,513	2,009	1,736	2,181
Oldenburgh.....	2	2	24	46	35
Venetian.....	—	1	(Italians) 6	5	—
Courland.....	10	5	22	34	21
French.....	35	64	123	88	25
Spanish.....	10	15	32	28	40
Americans.....	30	38	44	45	68
Mecklenburghers.....	70	—	—	—	—
Papenburgers.....	61	—	99	125	142
Total....	9,746	9,216	9,742	10,452	12,114

* No account can be found of the number in 1789.

SHIPS which passed THE SOUND, from the Year 1820 to the Year 1825, both inclusive.

	1820.	1821.	1822.	1823.	1824.	1825.
	Number.	Number.	Number.	Number.	Number.	Number.
British	3,597	2,819	3,097	3,016	3,540	5,186
Hanoverian	458	434	307	316	358	413
Danish	792	778	692	637	758	803
Swedish	1,519	1,439	1,214	1,133	1,303	1,319
Norwegian	946	898	728	946	715	951
Prussian	1,554	1,094	1,096	1,535	2,081	2,391
Russian	242	300	259	306	369	335
Netherland	853	589	391	461	399	630
Mecklenburg	547	396	293	496	557	602
Hamburg	15	22	22	23	29	31
Bremen	59	66	32	41	33	34
American	169	196	216	158	167	230
Portuguese	2	2	4	2	6	9
French	63	62	58	32	57	72
Spanish	—	—	—	—	—	—
Oldenburgh	47	46	29	42	30	34
Lubeck	64	46	45	59	115	120
Total....	10,926	9,177	8,483	9,203	10,518	13,160

OFFICIAL VALUES of the Trade of Great Britain, in the undermentioned Years.

Years ending Jan. 5.	Imports into Great Britain.		Exports from Great Britain.									
			British and Irish Produce and Manufactures.				Foreign and Colonial Merchandize.				Total Exports.	
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1820	29,681,639	16	9	32,983,688	16	10	9,879,236	0	0	42,862,924	16	10
1821	31,515,221	15	7	37,820,293	4	0	10,525,025	18	8	48,345,319	2	8
1822	29,769,121	14	3	40,194,892	13	11	10,602,090	0	0	50,796,982	13	11
1823	29,432,375	14	0	43,558,488	12	9	9,211,927	16	10	52,770,416	9	7
1824	34,591,264	9	0	43,144,466	1	6	8,588,995	18	0	51,733,461	19	6
1825	36,146,448	0	0	48,030,036	11	4	10,188,596	9	2	58,218,633	0	6
*1826	42,589,678	4	2	46,468,281	7	2	9,155,305	5	0	55,623,586	12	2

* The proportional value of the trade carried on with each Country during the Year ending 5th January, 1826, cannot at present be stated, as it is ascertained by applying the official Rates individually to the numerous articles of Import and Export of which the trade may in each case consist, an operation of such extent and labour as unavoidably to occupy a period of several months after the termination of the Year.

OFFICIAL VALUES of the Trade of Ireland, in the undermentioned Years.

Years ending Jan. 5.	Exports.											
	Imports.			British and Irish Produce and Manufactures.			Foreign and Colonial Merchandise.			Total Exports.		
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
1820	1,095,170	0	10½	550,486	15	8	25,576	12	2½	576,063	7	10½
1821	956,543	18	0	573,474	14	1½	31,085	15	5½	604,560	9	6½
1822	1,068,589	11	3½	637,818	5	4	27,605	9	11½	665,423	15	3½
1823	1,098,764	11	11	679,017	0	3	15,639	3	6	694,656	3	9
1824	1,207,169	0	10½	660,567	15	0¾	14,908	11	1½	675,476	6	2½
1825	1,406,581	12	9½	705,514	11	0¾	16,188	17	2½	721,703	8	3
1826	1,547,804	1	10½	697,738	15	9	14,189	3	3	711,927	19	0

QUANTITIES of the following Articles Imported and Entered for Home consumption, in the United Kingdom, from Foreign Countries, and the Colonies, in the years 1824 and 1826.

Articles.	Quantities.	
	1824.	1826.
Alkali.....cwt.	491	9
Almonds, viz.		
Bitter.....cwt.	1,561	1,225
Jordan.....cwt.	2,003	1,393
Of any other sorts.....cwt.	4,144	2,805
Alum.....cwt.	—	—
Apples, not dried.....bush.	67,890	44,540
Aquafortis.....cwt.	—	—
Ashes, Pearl and Pot.....cwt.	277,700	202,924
Bacon and Hams.....cwt.	541	3,115
Barilla.....cwt.	119,998	224,870
Bark, Oak.....cwt.	962,352	537,104
— Quercitron.....cwt.	28,802	15,545
— Peruvian.....lb.	38,871	288,481
Baskets.....decl'd. val.	£3,457	£5,061
Beans.....qrs.	—	127,131
— Kidney or French.....bush.	94¼	1,974
Berries, Juniper.....cwt.	5,321	6,249
— Yellow.....cwt.	1,904	1,728
Bones of Cattle.....decl'd. val.	£44,023	£94,993
Bottles of green or common Glass impl. qts.	258,499	606,367
Books.....cwt.	3,077½	2,788
Brass manufactures not otherwise described, decl'd. val.	£740	£862
Brimstone.....cwt.	168,237	233,664
Bristles, dressed.....lb.	91	2,423
— undressed.....lb.	1,629,057	1,419,335
Bronze Works.....cwt.	138½	77½
Butter.....cwt.	160,363	201,708
Buttons.....decl'd. val.	—	£3.12 0
Carriages.....decl'd. val.	£927	£1,259
Cable See Cordage.		

Articles.	1824.	1826.
Candles, Tallow..... lb.	48	25
—— Wax..... lb.	915	1,326
Capers..... lb.	57,797	62,283
Casks, empty..... <i>decl'd. val.</i>	£.19	£.158
Cheese..... <i>cwt.</i>	156,202	175,347
China or Earthenware..... <i>decl'd. val.</i>	£.7,418	£.18,310
Chip Hats..... <i>number</i>	40,828	12,844
Chocolate and Cocoa Paste..... lb.	1,114	1,511
Cochineal..... lb.	116,446	94,426
Coffee..... lb.	8,133,468	13,203,323
Copper, Manufactures of,..... <i>decl'd. val.</i>	£.173	£.451
—— Ore..... <i>cwt.</i>	$\frac{1}{2}$	$1\frac{3}{4}$
—— Old..... <i>cwt.</i>	26	250
—— in Plates and Coin..... <i>cwt.</i>	$1\frac{3}{4}$	94
—— unwrought..... <i>cwt.</i>	$21\frac{1}{2}$	$12\frac{1}{2}$
—— part wrought..... <i>cwt.</i>	$4\frac{3}{4}$	1
Cordage (including Cables)..... <i>cwt.</i>	1,380	1,269
Cotton, Manufactures of,..... <i>decl'd. val.</i>	£.101,840	£.104,434
Currants..... <i>cwt.</i>	108,211	110,987
Drugs, different kinds of, not particularly enumerated..... <i>decl'd. val.</i>	£.1,466	£.1,041
Earthenware. See China Ware.		
Eggs..... <i>number</i>	51,829,756	62,542,541
Feathers for Beds..... <i>cwt.</i>	589 $\frac{1}{2}$	2,723 $\frac{1}{2}$
—— Ostrich, dressed..... <i>lb. and oz.</i>	6. 1.	2. 9.
—— undressed..... <i>lb. and oz.</i>	11,817. 6.	1,694. 12.
Figs..... <i>cwt.</i>	18,654	19,614 $\frac{3}{4}$
Flax..... <i>cwt.</i>	721,467	696,262
Glass, Crown, German, Sheet or Window, <i>cwt.</i>	7 $\frac{3}{4}$	13
—— Flint..... <i>cwt.</i>	9 $\frac{1}{4}$	—
—— Plate..... <i>square feet</i>	75	588 $\frac{3}{4}$
—— manufactures unenumerated, <i>decl'd. val.</i>	£.1,429	£.3,051
Gloves, Leather..... <i>pairs</i>	—	477,107
Grapes..... <i>decl'd. val.</i>	£.6,276	£.9,088
Gum Animi..... lb.	111,543	58,816
—— Arabic..... <i>cwt.</i>	12,606 $\frac{3}{4}$	7,472 $\frac{1}{4}$
—— Copal..... lb.	53,329	20,838
—— Lacdye..... lb.	481,847	395,609
—— Shell-lac..... lb.	290,318	215,855
—— Sandarach..... <i>cwt.</i>	242	243
—— Senegal..... <i>cwt.</i>	9,638	4,970
—— Tragacanth..... lb.	21,208	10,525
Hair, Cow, Ox or Elk..... <i>cwt.</i>	37	1,066
—— Horse..... <i>decl'd. val.</i>	£.20,658	£.17,796
—— Human..... lb.	10,174	11,730
Hats, Straw..... <i>number</i>	196,021	204,974
Hay..... <i>loads</i>	—	655
Hemp, dressed..... <i>cwt.</i>	—	—
—— undressed..... <i>cwt.</i>	589,590	509,059
Hides, not tanned..... <i>cwt.</i>	271,032	166,989
—— Russia, tanned..... <i>number</i>	682	2,290
Honey..... <i>cwt.</i>	2,364	430

Articles

Articles.	1824.	1825.
Hoops of Iron	cwt. — —	— —
—— of Wood	number 261,005	211,755
Hops	cwt. 42 $\frac{3}{4}$	771 $\frac{3}{4}$
Horns, Horntips and Pieces	cwt. 14,145	8,878 $\frac{3}{4}$
Horses	number 138	2,319
Japanned Ware	decl'd. val. — —	— —
Jewels, &c.	decl'd. val. £2,743	£1,936
Indigo	lb. 2,494,655	1,902,820
Iron, in bars, or unwrought	tons 12,091	12,820
—— Old	tons 511	520
—— Pig	tons $\frac{1}{2}$	229
Lace, Thread	{ yards 2,501	— —
	{ at value £256. 10. 0.	£4,071. 11. 10.
	Value.	T. Cwt. q. lb.
Lead	£5. 18 6.	27. 2. 3. 27.
Leather, Manufactures of	decl'd. val. £623	£1,672
—— other kinds, rated under the deno-		
minations of Hides and Skins		
Lemons and Oranges	{ packages 73,277	296,566
	{ number 51,031,328	45,544
	{ at value £451. 19. 5.	£917. 12. 5.
Linen, Cambrics, and French Lawns	Pieces 29,893	32,955
	{ ells 203,433	4,948
	{ yards 3,661	— —
Linens, of other sorts	{ sq. yards 5,717	3,246
	{ pieces 5	— —
	{ at value £1,874	£46,440
Maccaroni. See Vermicelli.		
Madder	cwt. 60,349	49,779
Mahogany	tons 16,182	12,979
Mats of Russia	number 600,413	559,097
Mats and Matting unenumerated, decl'd. val.	£3,882	£5,872
Mattresses	decl'd. val. £157	£252
Medlars	bushels 3 $\frac{1}{2}$	18 $\frac{1}{2}$
Mill Boards	cwt. — —	— —
Musical Instruments	decl'd. val. £2,576	£4,554
Nets. See Rags.		
Nutmegs	lb. 130,331	101,486
Nuts, Chesnuts	bushels 9,687	15,683
—— Small	bushels 127,767	138,994
—— Walnuts	bushels 9,429	21,217
Oil, Castor	lb. 209,615	453,072
—— of Olives	imp. gals. 890,488	850,982
—— of Palm	cwt. 74,614 $\frac{1}{2}$	91,268
—— Train, Spermaceti Oil and Blubber,		
tuns, imp. measure	24,946	22,172
Olives	imp. gals. 4,848	2,475
Onions	bushels 4,509	15,314
Oranges. See Lemons.		
Ores, Minerals, and Fossils, not otherwise		
enumerated	decl'd. val. £520	£1,251
	g 7 *	Articles.

Articles.	1824.	1826.
Painting Colours..... <i>decl'd. val.</i>	£472	£450
Paintings on Glass..... <i>decl'd. val.</i>	£57	£280
Paper, brown..... <i>lb.</i>	—	—
—— for Hangings..... <i>yards sq.</i>	14,917	28,768
—— unenumerated..... <i>lb.</i>	24,977	38,721
Parchment.....	—	—
Pears, not dried..... <i>bushels</i>	621 $\frac{3}{4}$	286
Peas..... <i>quarters</i>	—	62,770
—— for Seed..... <i>bushels</i>	95	22
Pencils..... <i>decl'd. val.</i>	£69	£211
Pens.....	—	—
Pepper..... <i>lb.</i>	1,450,783	2,529,027
Pewter, Manufactures of..... <i>decl'd. val.</i>	—	—
Pickles..... <i>imp. gals.</i>	774	1,299
Pictures..... <i>number</i>	1,871	6,097
Pitch..... <i>cwt.</i>	20,595	16,638
Plaster of Paris..... <i>cwt.</i>	106	752
Plate, Gold..... <i>ounces troy</i>	1 $\frac{1}{4}$	—
—— Silver gilt,..... <i>ounces troy</i>	11 $\frac{3}{4}$	179 $\frac{3}{4}$
—— Silver part gilt,..... <i>ounces troy</i>	65 $\frac{3}{4}$	125 $\frac{1}{4}$
—— Silver ungilt..... <i>ounces troy</i>	796	2,173
Platting of Chip..... <i>lb.</i>	32 $\frac{1}{4}$	1 $\frac{3}{4}$
—— of Straw..... <i>lb.</i>	4,906	6,916
Plums dried..... <i>lb.</i>	13,801	15,584 $\frac{1}{2}$
Potatoes..... <i>cwt.</i>	1,348	1,353
Prints, plain..... <i>number</i>	126,528	127,762
—— coloured..... <i>number</i>	78,662	59,260
Prunes..... <i>cwt.</i>	9,222	7,516
Rags and other materials for making paper <i>tons</i>	8,974	6,659
Raisins..... <i>cwt.</i>	149,136	153,318 $\frac{1}{2}$
Rape and Linseed Cakes..... <i>cwt.</i>	495,761	526,115
Sausages..... <i>lb.</i>	4,323	5,644
Sealing Wax..... <i>declared val.</i>	£53	£28
Seeds, Anniseed..... <i>cwt.</i>	307	334
—— Carraway..... <i>cwt.</i>	610	181
—— Clover..... <i>cwt.</i>	87,772	68,689
—— Flax and Linseed..... <i>bush.</i>	2,131,696	2,422,122
—— Garden, unenumerated..... <i>lb.</i>	4,601	6,041
—— Lucerne..... <i>cwt.</i>	586	690 $\frac{1}{2}$
—— Mustard..... <i>bushels</i>	1,789	7,965
—— Onion..... <i>lb.</i>	45,239	77,494
—— Rape..... <i>bushels</i>	457,562	1,000,560
Ships..... <i>decl'd. val.</i>	£6,097	£5,644
Silk Manufactures, viz.—		
Lace..... <i>decl'd. val.</i>	£15,218	£7,982
Plain Lace, called Net or Tulle <i>sq.yds.</i>	67,525	60,006
By weight..... <i>lb.</i>	—	48,335
By value..... <i>decl'd. val.</i>	—	£322,568
raw and waste..... <i>lb.</i>	3,548,117	1,964,188
thrown, not dyed..... <i>lb.</i>	462,931	288,265
Skins, Bear..... <i>number</i>	1,034	577

SKINS, <i>contd. viz.</i> Articles.	Quantities.	
	1824.	1826.
— Beaver number	72,128	70,002
— Calf, not tanned cwt.	25,066	19,278
— Deer, undressed number	68,839	106,963
— Fitch number	251,033	247,147
— Fox number	2,625	2,438
— Goat, undressed number	150,714	169,329
— Kid, in the hair number	315,837	247,768
— Kid, dressed number	650,283	603,277
— Lamb, undressed number	2,088,379	1,697,409
— tanned or tawed number	112,916	47,837
— Martin number	107,385	74,154
— Mink number	40,253	31,997
— Musquash number	203,591	254,724
— Nutria number	351,686	93,609
— Otter number	1,541	1,194
— Raccoon number	562	4,487
— Seal number	322,855	360,551
— Wolf number	15	21
Smalts cwt.	430,827	332,147
Snuff. (<i>see</i> Tobacco)		
Soap, Hard cwt.	4,313 $\frac{1}{4}$	3,621
— Soft cwt.	23	15
Soapers', waste.	—	—
Spelter cwt.	27	782
Spirits Brandy and } <i>imp. gal. including</i> Geneva. } <i>over proof</i> }	1,305,875	1,515,718
— Rum, British Plantation do.	2,552,289	4,305,416
Steel (and Iron) Manufactures of . <i>decl'd. val.</i>	£1,006	£1,488
Sponge lb.	54,547	48,037
Stones, Burrs for Millstones number	32,781	17,409
— Emery cwt.	7,437	9,080
— Marble, manufactured cwt.	4,179	3,515
— Marble Blocks feet	26,532	40,859
— for Lithography cwt.	478	602
Sugar, of the British Plantations cwt.	3,854,826	3,905,548
—, of the East Indies and Mauritius, cwt.	152,673	254,587
Tallow cwt.	792,630	963,016
Tar lasts, <i>imp. mea.</i>	11,481	11,176
Tares bushels	124,860	234,063
Tea lb.	27,172,348	29,045,791
Teeth, Elephants' cwt	3,563	2,572
— Sea Horse cwt.	32 $\frac{1}{2}$	37
Telescopes <i>decl'd. val.</i>	—	£3.
Thread, Bruges.	—	—
— Outnel.	—	—
— Pack.	—	—
— Sisters' lb.	1 $\frac{3}{4}$	—
— Whited brown lb.	110	660 $\frac{1}{4}$
Tin cwt.	— $\frac{1}{4}$	— $\frac{1}{4}$
Tobacco and Snuff lb.	16,929,071	17,738,349
Tongues number	30,751	34,131
Tortoiseshell lb.	17,796	14,988

Articles.	Quantities.	
	1824.	1826.
Toys <i>declared value</i>	£9,488	£9,733
Truffles <i>lb.</i>	392	1,063
Turnery <i>declared value</i>	£8. 10.	£.75
Turpentine, Common <i>cwt.</i>	329,963	189,432
Twine <i>cwt.</i>	—	0. 2. 14
Vases, Ancient, not of Stone <i>declared val.</i>	£.188	£.97
Vellum <i>skins</i>	—	5
Verdigris <i>lb.</i>	17,648	27,366
Verjuice <i>wine gallon</i>	8	—
Vermicelli and Macaroni <i>lb.</i>	68,065	96,867
Vinegar <i>imperial gallons</i>	1,269	9,023
Wafers <i>lb.</i>	—	1
Watches <i>declared value</i>	£.51	£.229
Wax, Bees, unmanufactured <i>cwt.</i>	3,499 $\frac{1}{4}$	3,531
— manufactured <i>cwt.</i>	4	30 $\frac{1}{2}$
Wine, Cape <i>imperial gallons</i>	596,730	632,108
— French <i>do.</i>	224,411	378,374
— Other sorts <i>do.</i>	4,366,786	5,187,458
Wood:		
Battens <i>Gt. hund.</i>	11,455 $\frac{1}{4}$	8,018 $\frac{1}{4}$
Deals <i>Gt. hund.</i>	45,628	40,579
Deal Ends <i>Gt. hund.</i>	12,260	8,898
Lathwood <i>fathom</i>	13,000 $\frac{1}{2}$	12,531 $\frac{3}{4}$
Masts, 6 and under 8 inches in diameter, <i>numb.</i>	9,508	9,443
8, and under 12 inches in diameter, <i>numb.</i>	6,371	6,978
12 inches in diameter and upwards, <i>loads</i>	5,862	7,556
Oak Plank <i>loads</i>	5,687	4,725
Spars <i>Gt. hund.</i>	1,622	1,123 $\frac{3}{4}$
Staves <i>Gt. hund.</i>	109,506	84,827
Timber, Fir 8 inches square, or upwards <i>loads</i>	583,284	531,843
— Oak do. <i>loads</i>	20,980	28,587
— unenumerated do. <i>loads</i>	17,032	33,032
Wainscot logs, do. <i>loads</i>	4,054	5,247
Teake <i>loads</i>	8,355	14,721 $\frac{1}{2}$
Wool:—		
— Coney <i>lb.</i>	20,040	11,617
— Cotton <i>lb.</i>	141,276,443	162,889,112
— Sheeps <i>lb.</i>	23,995,458	17,868,551
Woollen Goods unenumerated <i>decl'd. val.</i>	£.2,876 and 1,229 carpets.	£.24,143
Yarn, Camel or Mohair <i>lb.</i>	56,242	37,020
— Cotton <i>lb.</i>	56,781	value
— Linen, raw <i>cwt.</i>	55,614	£.5,964
		26,449

OFFICIAL VALUE of Merchandize which has been Warehoused in the Ports of Great Britain and Ireland, distinguishing the Port of London; for the six years, ending 5th January, 1827.

Year ended	Port of London. £	Other Ports. £	Total. £
5th January, 1822	15,744,170	4,936,707	20,680,877
1823	14,618,351	5,080,699	19,699,050
1824	17,627,910	5,415,047	23,042,957
1825	18,399,577	5,918,322	24,317,899
1826	19,644,592	7,327,290	26,971,882
1827	17,957,585	6,845,165	24,802,750

OFFICIAL VALUE of all Imports from France into Great Britain in the year ending 5th January, 1826, with the amount of Customs' Duties paid thereon.

	£	s.	d.
Official Value	1,790,561	2	8
Amount of Duties	1,605,786	15	1½

OFFICIAL VALUE of all Articles Exported from Great Britain to France in the year ending 5th January, 1826.

	£	s.	d.
Foreign and Colonial Merchandize	892,295	7	1
British and Irish Produce and Manufactures, viz.			
Official Value	279,175	11	7
Declared Value	360,631	5	1

STRONG BEER Exported from Great Britain in the year ending 5th January, 1827.

Barrels,
19,791.

FOREIGN BUTTER, and the total of Foreign Cheese, Imported into the United Kingdom, in each year from 5th January, 1820, to 5th January, 1827.

Year	Butter.			Cheese.		
	Cwt.	qr.	lb.	Cwt.	qr.	lb.
1820	66,050	—	11	84,780	—	19
1821	68,557	—	16	83,179	1	16
1822	115,827	3	10	84,077	1	23
1823	118,420	1	12	72,961	—	13
1824	122,331	—	5	94,492	1	16
1825	160,654	1	12	158,436	1	1
1826	279,418	—	10	220,473	2	4
1827	196,200	—	—	175,148	1	5

COPPER Imported into Great Britain, in the year ended January 5, 1827.

		<i>Imported.</i>		
Copper, <i>viz.</i>		Cwt.	qrs.	lb.
Unwrought in Bricks, Pigs, &c.....		12,862	3	5
Part wrought, <i>viz.</i> Bars, Rods or Ingots hammered or raised		3,680	0	10
Plates and Coin		779	0	14
Old for Re-manufacture.....		303	1	0
Ore		1,297	3	0
Total.....		18,923	0	1

COPPER Exported from Great Britain, in the year ended January 5, 1827.

British Copper, <i>viz.</i>		Cwt.	qr.	lb.
Unwrought in Bricks, Pigs, &c.....		2,604	1	4
Coin		1,807	1	0
Sheets, Nails, &c.....		65,264	3	11
Wire.....		11	0	2
Wrought Copper of all other sorts		26,306	3	17
Total.....		95,994	1	6

Foreign Copper, *viz.*

Unwrought in Bricks, Pigs, &c.....	20,252	1	9
Plates and Coin	971	2	25
Total.....	21,224	0	6

HEMP and FLAX, Dressed and Undressed, Hemp Tow, Flax Tow, and Linen Yarns, Imported into Great Britain and Ireland, from Foreign Parts, in the year ended 5th January, 1826, together with the real and official values thereof.

	Hemp dressed and undressed.			Flax dressed and undressed.			Hemp Tow.			Flax Tow.			Linen Yarn.		
	Cwt.	q.	lb.	Cwt.	q.	lb.	Cwt.	q.	lb.	Cwt.	q.	lb.	Cwt.	q.	lb.
Into Great Brit.	577,180	0	16	1,034,336	2	26	40	0	19	10,630	0	6	53,914	0	13
Into Ireland ..	17,910	0	1	8,619	2	26	....			1,619	3	18	....		
Aggregate of the Importations into the United Kingdom	595,090	0	17	1,042,956	1	24	40	0	19	12,249	3	24	53,914	0	13
Official Value thereof, <i>viz.</i>	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Great Britain ..	490,603	2	3	2,078,844	9	7	14	1	2	4,382	0	10	326,143	12	0
Ireland.....	12,812	10	11	13,924	3	8	....			1,158	17	2	....		
Total.....	503,415	13	2	2,092,768	13	3	14	1	2	5,540	18	0	326,143	12	0

There are no official data upon which an Estimate of the real value of the above articles can be founded.

HEMP,

HEMP, FLAX, and LINEN YARN, Exported from Great Britain and Ireland respectively to Foreign Countries, in the year ended 5th January, 1826.

	Hemp dressed.		Hemp undressed.		Flax dressed.	
	British.		Irish.		Foreign.	
	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
Export from Great Britain.....	120 0 14	....	3,128 3 10	7 2 14	....	....
Export from Ireland .....	....	0 1 22	....	....	....	....
Total Quantities Exported from the United Kingdom to Foreign Parts	120 0 14	0 1 22	3,128 3 10	7 2 14	....	....
Official Value thereof, viz.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain	600 12 6	....	3,871 1 0	61 0 0	....	....
Ireland .....	....	0 6 11	....	....	....	....
Total.....	600 12 6	0 6 11	3,871 1 0	61 0 0	....	....

	Flax undressed.			Linen Yarn.		
	British.			Irish.		
	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
Export from Great Britain.....	10 0 0	3,468 0 0	7,570 3 7	211 0 20	3 0 0	133 3 13
Export from Ireland .....	....	215 1 15	....	....	....	....
Total Quantities Exported from the United Kingdom to Foreign Parts..	10 0 0	3,683 1 15	7,570 3 7	211 0 20	3 0 0	133 3 13
Official Value thereof, viz.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain ..	20 0 0	7,366 15 4	16,087 19 6	1,267 1 5	18 0 0	803 3 11
Ireland .....	....	198 16 4	....	....	....	....
Total....	20 0 0	7,565 11 8	16,087 19 6	1,267 1 5	18 0 0	803 3 11

IRISH HEMP, FLAX, FLAX TOW, and LINEN YARNS, Imported into Great Britain, in the year ended 5th January, 1826.

	Hemp dressed and undressed.		Flax dressed and undressed.		Tow,	Linen Yarn,
	Irish.		Irish.		Irish.	Irish.
	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
Quantities Imported	520 0 0	3,800 0 19	54,682 2 26	105 0 9	10,630 2 13	3,495 1 12
Official Value thereof	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	442 0 0	3,230 2 10	101,240 8 4	183 17 10	4,064 11 4	26,234 7 0

HEMP, FLAX, and LINEN YARN, Exported from Great Britain to Ireland, in the year ended 5th January, 1826.

	Hemp undressed, Foreign.	Hemp dressed, British.	Flax undressed.		Flax dressed, British.	Linen Yarn.	
			Irish.	Foreign.		British.	Foreign.
Quantities Exported	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
	5,275 2 15	1 0 0	18 0 0	828 0 25	0 2 0	3,933 0 7	115 0 10
Official Value thereof	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	6,564 10 10	5 0 0	36 0 0	1,809 14 0	4 0 0	24,545 16 3	783 7 10

BRITISH and IRISH LINEN CLOTH, Exported to Foreign Parts from England, Scotland, and Ireland respectively, in the year ended 5th January, 1826; distinguishing the Countries to which the Exportations were made, together with the Aggregate Number of Yards of British and Irish Linens, upon which Bounty was paid in England, Scotland, and Ireland, respectively, and the Amount of Bounty paid thereon in the same year.

	England.		Scotland.	
	British Linen.	Irish Linen.	British Linen.	Irish Linen.
	Yards.	Yards.	Yards.	Yards.
Total	24,826,590	12,917,484	11,165,163	617,359
Number of Yards of Linen upon which Bounty was paid in the year ending 5th January, 1826.....	25,688,301	12,544,015	11,092,563	645,337
Amount of Bounty paid thereon	£147,304 8 9	£71,854 17 11½	£62,211 18 2¾	£3,679 8 9¾
Official Value.....	1,223,630 10 7	645,847 14 0	602,085 12 11	46,301 18 6
Declared Value ...	984,052 9 1	718,826 14 9	325,479 11 6	26,865 9 0

	Ireland.		United Kingdom.	
	British Linen.	Irish Linen.	British Linen.	Irish Linen.
	Yards.	Yards.	Yards.	Yards.
Total	1,285½	2,552,303¾	35,993,038½	16,087,146¾
Number of Yards of Linen upon which Bounty was paid in the year ending 5th January, 1826....	....	2,119,764½	36,780,864	15,309,116½
Amount of Bounty paid thereon .....	....	£12,015 9 6½	£209,516 6 11¾	£87,549 16 3¾
Official Value.....	£69 4 6	158,360 18 6	1,825,785 8 0	850,510 11 0
Declared Value	84 3 1	172,693 5 7	1,309,616 3 8	918,385 9 4

IRISH LINEN Exported from Ireland to England and Scotland respectively, in the year ended 5th January, 1826.

Irish Linen Exported from Ireland.
Yards.

Quantities Exported to England	47,478,203
Scotland	5,082,723

Great Britain.....	52,560,926
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Values thereof, viz. Real Value	£2,893,018
Official Value	£2,111,696

BRITISH LINEN EXPORTED from Great Britain to Ireland, in the year ended 5th January, 1826.

British Linen Cloth
Exported from Great Britain to Ireland.

	Quantity. Yards.	Official Value. £ s. d.	Real or Declared Value. £ s. d.
Year ended 5th January, 1826..	132,671	6,616 11 11	7,026 8 0

FOREIGN and IRISH LINENS retained for Home Consumption in Great Britain, in the year ended 5th January, 1826.

Quantity Retained for Home Consumption.

FOREIGN LINENS.

Ells.

Plain of Germany, Silesia, &c.	34,168 $\frac{3}{4}$
— of Russia	68,629 $\frac{1}{4}$
— of the Netherlands	372 $\frac{1}{2}$
Canvas, Hessen	138
— Packing or Spruce	7,611 $\frac{1}{2}$
Hinderlands, Brown	92
Drillings and Pack Duck	4,299
Sail Cloth.....	166

Total number of Ells.....	115,477
---------------------------	---------

Yards.

Damask and Diaper of Silesia, &c.....	36,263 $\frac{1}{2}$
— of the Netherlands.....	144 $\frac{1}{2}$

Total number of Yards.....	36,408
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Pieces.

Cambrics and French Lawns.....	37,362
Silesia Lawns	5 $\frac{3}{4}$

Total number of Pieces	37,367 $\frac{3}{4}$
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Declared Value.

Unrated, Chequered, Striped, &c.....	£23 1 0
— not Chequered, Striped, &c.....	1,094 4 6
Sails (Foreign made)	1,184 6 10

Total entered at Value.....	2,301 12 4
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Yards.

Linen of IRELAND and the ISLE OF MAN..	38,784,908
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FOREIGN LINENS IMPORTED into Great Britain and Ireland respectively; distinguishing the Countries from which Imported, and to which Exported, in the year ended 5th January, 1826; together with the Amount of Duty paid upon the Transit.

	Plain, of Germany, Silesia, &c.	Plain, of Russia.	Plain, of the Netherlands.	Canvas, Hessen.	Canvas Packing, or Spruce.	Hinderlands, Brown.	Drillings and Pack Duck.	Sail Cloth.	Damask and Diaper of Silesia, &c.
	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Yards.</i>
Into Great Britain.	48,661 $\frac{1}{4}$	186,974	10,099 $\frac{1}{2}$	193	7,594 $\frac{1}{2}$	92	2,941 $\frac{1}{4}$	166	45,790 $\frac{1}{4}$
Into Ireland ....	.....	.....	.....	55	.....	.....	.....	17 $\frac{1}{8}$	.....
Total Quantities of Foreign Linen im- ported into the United Kingdom..	48,661 $\frac{1}{4}$	186,974	10,099 $\frac{1}{2}$	248	7,594 $\frac{1}{2}$	92	2,941 $\frac{1}{4}$	183 $\frac{1}{8}$	45,790 $\frac{1}{4}$

	Damask and Diaper of the Netherlands.	Cambrics and French Lawns.	Silesia Lawns.	Sails.	Unrated, Chequered, Striped, &c.	Unrated, not Chequered, Striped, &c.
	<i>Yards.</i>	<i>Pieces.</i>	<i>Pieçes.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>
Into Great Britain.	144 $\frac{1}{2}$	40,303 $\frac{3}{4}$	145 $\frac{3}{4}$	£1,208 9 10	£656 6 3	£1,182 15 10
Into Ireland ....	.....	50 $\frac{1}{2}$	.....	205 2 10	.....	66 7 8
Total Quantities of Foreign Linen im- ported into the United Kingdom..	144 $\frac{1}{2}$	40,354 $\frac{1}{4}$	145 $\frac{3}{4}$	1,413 12 8	656 6 3	1,249 3 6

FOREIGN LINENS Exported from Great Britain and Ireland, in the year ended 5th January, 1826.

	Plain, of Germany, Silesia, &c.	Plain, of Russia.	Damaks and Diaper of Silesia, &c.	Cambrics and French Lawns.	Sails.	Unrated, Chequered, Striped, &c.	Unrated, not Chequered, Striped, &c.
	<i>Ells.</i>	<i>Ells.</i>	<i>Yards.</i>	<i>Pieces.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>
From Great Brit.	925	25,800	112	592	....	£217 13 9	£234 19 4
From Ireland.							
{ America, British N.							
{ American Colonies ..	....	....	....	....	£102 4 7	....	....
{ America, United S...	....	....	....	11	....	....	....
Total from Ireland ..	....	....	....	11	102 4 7	....	...
Total Quantities of Foreign Linen Exported from the United King- dom	925	25,800	112	603	102 4 7	217 13 9	234 19 4

Plain, of the Netherlands, Canvas, Hessen, Canvas, Packing or Spruce, Hinderlands Brown, Drillings and Pack Duck, Sail Cloth, Damask and Diaper of the Netherlands, Silesia Lawns, none Exported.

LINEN CLOTH of all Sorts, Exported from Great Britain to Ireland, and to Foreign Countries, in the year ended 5th January, 1826; distinguishing British, Irish, and Foreign Linens.

	To Ireland.		To Foreign Countries.				
	Pieces.	Yards.	Pieces.	Ells.	Yards.	£	s. d.
British Linens .....	....	132,671	....	....	35,991,753	..	
Irish Linens .....	....	270,350	....	....	13,534,843	..	
Foreign Linens	478	....	592	26,725	112	452	13 1
Total	478	403,021	592	26,725	49,526,708	452	13 1

LINEN CLOTH of all Sorts Exported from Ireland to Great Britain and Foreign Countries, in the year ended 5th January, 1826; distinguishing British, Irish, and Foreign Linens; and a similar Account of the Values of Irish Linens Exported to Foreign Countries from Great Britain, so as to show the Value of Irish Linen retained in Great Britain for Home Consumption.

	Great Britain.	Foreign Countries.	All Parts of the World.	
	Yards.	Yards. Pieces.	Yards.	Pieces.
British Linen .....	....	1,284 0	1,284	0
Irish Linen	52,560,926	2,552,303 0	55,113,229	0
Foreign Linen .....	....	0 11 and £102 4s. 7d. entered at value.	0 11 and £102 4s. 7d. entered at value.	
Total	52,560,926	2,553,587 11 and £102 4s. 7d.	55,114,513 11 and £102 4s. 7d.	

Real Value of Irish Linen Imported into Great Britain £2,893,018
Ditto ditto Exported from Great Britain to Foreign Coun-
tries, or returned to Ireland 766,334
Ditto ditto retained for Home Consumption in Great Britain. £2,126,684

BOUNTY paid in the year ended 5th January, 1826, on British and Irish Manufactured Linens, respectively Exported from Great Britain and Ireland; distinguishing the Amount paid in each Country, and showing the Number of Yards which received the several Bounties of One Halfpenny, One Penny, and One Penny Halfpenny.

Linens Exported from Great Britain on which Bounty was paid in the year ended 5th January, 1826.						
At $\frac{1}{2}$ per yard.			At 1d. per yard.		At $1\frac{1}{2}$ d. per yard.	
Quantity.	Amount of Bounty.		Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
	Yards.	£ s. d.	Yards.	£ s. d.	Yards.	£ s. d.
British Linens ..	732,350 $\frac{3}{4}$	1,386 3 2 $\frac{3}{4}$	214,195	821 1 2	33,466,976 $\frac{1}{4}$	192,856 19 10
Irish Linens..	1,531	2 17 4	54,300	211 13 7	13,129,578 $\frac{1}{2}$	75,295 10 4 $\frac{1}{4}$
Total....	733,881 $\frac{3}{4}$	1,389 0 6 $\frac{3}{4}$	268,495	1,032 14 9	46,596,554 $\frac{3}{4}$	268,152 10 2 $\frac{1}{4}$

BOUNTY paid in 1826, *continued.*

	Sail Cloth at 2 <i>d.</i> per Ell.			Total.		
	Quantity.	Amount of Bounty.		Quantity.	Amount of Bounty.	
	<i>Yards.</i>	£	s. d.	<i>Yards.</i>	£	s. d.
British Linens	2,367,342	14,452	2 9	36,780,864	209,516	6 11 $\frac{3}{4}$
Irish Linens ..	3,942 $\frac{1}{2}$	24	5 6	13,189,352	75,534	6 9 $\frac{3}{4}$
Total	2,371,284 $\frac{1}{2}$	14,476	8 3	49,970,216	285,050	13 9

Linens Exported from Ireland on which Bounty was paid in the year ending 5th January, 1826.

	At $\frac{1}{2}$ per yard.		At 1 <i>d.</i> per yard.		At 1 $\frac{1}{2}$ <i>d.</i> per yard.	
	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.
Irish Linens	5,644	10 11 8	50,980	198 17 2	2,025,162	11,453 4 8 $\frac{1}{2}$

	Sail Cloth at 2 <i>d.</i> per Ell.			Total.		
	Quantity.	Amount of Bounty.		Quantity.	Amount of Bounty.	
	<i>Yards.</i>	£	s. d.	<i>Yards.</i>	£	s. d.
Irish Linens	37,978 $\frac{1}{2}$	352	16 0	2,119,764 $\frac{1}{2}$	12,015	9 0 $\frac{1}{2}$

Under the Act 5 Geo. 4. c. 43, which provides for the gradual abolition of the Bounty on Exported Linens, nine-tenths only of the original rates of One Halfpenny, One Penny, and One Penny Halfpenny, were allowed in the year ended 5th January, 1826.—(See page 277.)

Net Produce of FOREIGN LINENS Imported into Great Britain, in the year ended 5th January, 1826.

Species of Linen.	£	s.	d.
Plain of Germany, Silesia, &c.	1,982	8	4 $\frac{3}{4}$
— of Russia	1,560	9	5 $\frac{1}{2}$
— of the Netherlands	63	11	1
Canvas, Hessen	3	18	11
— Packing or Spruce	73	19	1 $\frac{1}{2}$
Hinderlands, Brown	1	10	10
Drillings and Pack Duck	186	10	10 $\frac{1}{2}$
Sail Cloth	7	8	6 $\frac{1}{4}$
Damask and Diaper of Silesia, &c.	4,081	16	10
— of the Netherlands	62	12	11
Cambrics and French Lawns	12,327	0	2
Silesia Lawns	9	10	0 $\frac{1}{2}$
Unrated, chequered, striped, &c.	39	15	6
— not chequered, striped, &c.	871	10	1
Sails (Foreign made)	975	14	6 $\frac{3}{4}$

Total

22,247 17 3 $\frac{1}{4}$

IRISH

IRISH LINENS Exported from Great Britain and Ireland respectively, in the year ended 5th January, 1826, upon which no Bounty was claimed.

Year ended 5th Jan., 1826..	Great Britain.			Ireland.		
	Quantity.	Official Value.	Real or Declared Value.	Quantity.	Official Value.	Real or Declared Value.
	<i>Yards.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>Yards.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
	1,985,319	100,634 13 0	194,867 9 8	433,825	26,696 18 6	50,612 18 4

LINEN CLOTH on which Duties of Excise have been paid in the year ended 5th January, 1826, for painting and printing Linen Cloth respectively, with the Rates of Duty paid per square yard; and a similar Account for Cottons and Silk Cloth, each description of Cloth, and the Rates of Duty being distinguished.

	Linen Cloth painted at $3\frac{1}{2}d.$ the square yard.	Linen Cloth printed, at $3\frac{1}{2}d.$ the square yard.	Cottons, at $3\frac{1}{2}d.$ the square yard.	Silk, at $6d.$ the square yard.
	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>
Year ended 5th Jan., 1826..	554,721	1,378,356	139,551,084	973,089

HEMP and FLAX, dressed and undressed, and of Linen Yarn, Imported from Foreign Countries into Great Britain, in the year ended 5th January, 1827; distinguishing the Quantity Imported in British-built Vessels, from that Imported in Foreign Vessels; together with Amount of the Duties paid thereon.

Hemp.

	In British Ships.			In Foreign Ships.			Total.		
	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>
Total Importation	457,341	3	23	8,604	2	19	465,946	2	14
Amount of Duty Received				£.	<i>s.</i>	<i>d.</i>			
				111,836	17	$6\frac{1}{2}$			

Flax and Tow, and Codilla of Hemp and Flax.

	In British Ships.			In Foreign Ships.			Total.		
	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>
Total Importation	639,334	—	19	29,394	1	23	668,728	2	14
Amount of Duty Received				£.	<i>s.</i>	<i>d.</i>			
				9,547	10	$8\frac{1}{2}$			

Linen Yarn.

	In British Ships.			In Foreign Ships.			Total.		
	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>
Total Importation	23,715	2	18	2,632	—	24	26,347	3	14
Amount of Duty Received				£.	<i>s.</i>	<i>d.</i>			
				1,331	6	$10\frac{3}{4}$			

HOPS Exported from Great Britain to Foreign Parts, in the year ended 5th January, 1827.

	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>
	3,960	—	19

HOPS Imported into Great Britain from Foreign Parts, in the year ended 5th January, 1827.

Cwt. qrs. lb.
1,874 - 22

PILCHARDS, for which a Bounty has been paid, from 1820 to 1826, distinguishing Pickled from other Fish.

Year	Pickled.	Otherwise Cured.	Bounty Paid.		
	Barrels of 32 Gallons.	Hogsheads of 50 Gallons.	£.	s.	d.
1820.....	18	4,122	1,746	14	11
1821.....	1	2,073	881	4	9
1822.....	-	5,303	2,253	15	6
1823.....	41½	13,248	5,636	12	6
1824.....	10	20,691	8,796	7	10½
1825.....	-	12,189	4,438	7	-
1826.....	-	11,078	3,323	8	-

BRITISH SPIRITS distilled in England, Scotland, and Ireland, respectively, in the years 1824, 1825, and 1826, stated in Imperial Gallons throughout; and an Account of the Quantities Imported from Scotland and Ireland into England, and from Scotland and Ireland into each other respectively, in the same periods, distinguishing, in the Imports into England, the Spirits distilled under the last Act, from those distilled under former Acts.

Year	Distilled in		
	England. Gallons.	Scotland. Gallons.	Ireland. Gallons.
1824	2,679,915	5,908,373	6,361,248
1825	1,860,927	8,224,807	8,835,027
1826	3,187,852	8,547,216	8,305,895

Under what Acts Distilled.	Imported into England from		Imported into Ireland from
	Scotland. Gallons.	Ireland. Gallons.	Scotland. Gallons.
45 Geo. 3, c. 100	1,096,744	445,749	370,127
45 Geo. 3, c. 100	1,242,594	789,886	942,651
Distilled under 4 Geo. 4, c. 94, and removed under 6 Geo. 4, c. 58 and c. 80. }	3,217,159	670,791	763,662

Imported into Scotland from Ireland none.

AN ACCOUNT of the Number of Gallons of SPIRITS made in SCOTLAND and IRELAND, between 5th January, 1825, and 6th January, 1826; showing how much was warehoused, and the Quantity thereof exported, with or without Duty, from Scotland to England or Ireland, and from Ireland to Scotland or England, within the same period.

Year ended 5th Jan. 1826.	{	Gallons of Spirits warehoused			
		Gallons of Spirits made.	Gallons of Spirits warehoused.	within the Year ended 5th Jan. 1826, and exported to	
				England.	Ireland.
	{	Scotland 9,807,374	4,021,261	1,326,605	1,130,107
	{	Ireland 10,604,878	3,912,452	948,120	—
				SPIRITS	

SPIRITS at Hydrometer Proof imported into England from Scotland and Ireland, distinguishing the Countries; from 5th July, 1826, to 5th January, 1827.

	Scotland. Gallons.	Ireland Gallons.
From 5th July 1826, to 5th January, 1827..	1,381,572	76,734

FOREIGN SPIRITS (including over-proof) distinguishing the kinds imported for Home Consumption into the United Kingdom, in the Years 1824, 1825, and 1826; stated in Imperial Gallons.

	Rum. <i>Impl. Gallons.</i>	Brandy, Geneva, &c. <i>Impl. Gallons.</i>	Total. <i>Impl. Gallons.</i>
Year ended 5th January, 1825 ..	2,552,289	1,317,641	3,869,930
Year ended 5th January, 1826 ..	2,095,591	1,409,686	3,505,277
Year ended 5th January, 1827 ..	4,305,419	1,549,842	5,855,261

TIMBER imported into the United Kingdom, in each Year, from the Year 1812 from the British Provinces in North America, and from the Baltic, respectively.

Years.	From the British Colonies and Plantations in America, (imported exclusively in British Shipping.)		Total From the Baltic.	
	<i>Loads.</i>	<i>feet.</i>	<i>Loads.</i>	<i>feet.</i>
1812	171,795	44	27,176	36
1814	50,790	17 $\frac{5}{12}$	126,289	44
1815	122,212	10 $\frac{5}{12}$	194,503	40
1816	153,707	30 $\frac{1}{12}$	79,885	29
1817	162,611	22 $\frac{6}{12}$	86,715	24
1818	248,669	45	141,885	38
1819	322,920	17 $\frac{6}{12}$	119,237	23
1820	307,813	18	65,841	20
1821	317,563	16 $\frac{6}{12}$	99,202	21
1822	345,741	48 $\frac{3}{12}$	137,248	10
1823	383,747	19	161,472	15
1824	415,363	17 $\frac{6}{12}$	195,900	36
1825	467,625	41 $\frac{6}{12}$	286,871	10
1826	455,800	47 $\frac{3}{12}$	156,078	12

TIMBER, Deals, Masts, Spars, and Staves Imported into the United Kingdom in the undermentioned years.

From All Parts of the World.

Years.	Timber 8 inches square or up- wards.	Deals.	Masts under 12 inches in diameter.	Masts 12 inches in diameter and upwards.	Spars.	Staves.
	<i>Loads.</i>	<i>Gt. Hund.</i>	<i>Number.</i>	<i>Number.</i>	<i>Gt. Hund.</i>	<i>Gt. Hund.</i>
1820.....	384,126	26,610	8,134	10,404	750	100,070
1821.....	428,900	26,905	10,546	8,174	1,032	84,186
1822.....	486,457	34,746	14,484	4,577	1,374	96,543
1823.....	548,497	38,818	13,395	5,009	1,169	80,415
1824.....	619,514	49,740	17,358	6,001	1,678	101,847
1825.....	769,173	62,523	19,016	8,698	1,398	103,022
1826.....	620,195	37,272	17,251	7,586	1,245	91,115
Total of 7 years from all Parts.....	3,856,862	276,614	100,184	50,449	8,646	657,198
Total of 7 years from Europe.....	1,153,730	200,879	65,807	13,154	6,697	87,634
Total of 7 years from British Colonies and Plantations in Ame- rica.....	2,693,662	75,615	34,259	28,789	1,870	329,837
Total of 7 years from other Countries	9,470	120	118	8,506	79	239,727

TIN Imported into Great Britain in the year ending 5th January, 1827.

	<i>Cwt.</i>	<i>q.</i>	<i>lb.</i>
From East Indies and China	3,000	1	23
Cape of Good Hope	207	3	3
Peru	186	1	10
Total	3,394	2	8

TIN Exported from Great Britain to Foreign Parts, in the year ending 5th Jan. 1827.

	British Tin.	Foreign Tin.
Total	43,645 0 0	5,647 1 3

FOREIGN WOOL Imported into the United Kingdom in the following years.

Whence Imported.	1824.	1825.	1826.	1827.
	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>
Germany	12,562,434	15,412,275	28,799,661	10,545,232
Spain and Canaries	4,318,708	5,020,679	8,206,427	1,619,405
New Holland	477,261	382,907	323,995	1,106,302
Other Places.....	2,019,846	1,756,756	6,507,878	2,725,486
Total.....	19,378,249	22,572,617	43,837,961	15,996,425

FOREIGN WOOL Exported from the United Kingdom in the following years.

1824.	1825.	1826.	1827.
<i>lb.</i>	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>
200,776	419,594	678,034	888,651

ENGLISH

ENGLISH WOOL Exported from the United Kingdom in the following years:

Country to which Exported.	1825.		1826.		1827.	
	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.
	lb.	lb.	lb.	lb.	lb.	lb.
EUROPE ..	40,960	2,786	81,621	51,152	126,192	98,529
Total ..	53,743	12,640	112,424	76,961	143,130	122,337

OFFICIAL VALUE of Woollen Goods Exported from Great Britain, in the years ending 5th January, 1817 and 1827.

EUROPE:	1817.			1827.		
	£.	s.	d.	£.	s.	d.
Russia	416,140	0	4	107,012	18	8
Sweden	936	9	1	3,398	1	5
Norway	7,234	8	2	7,892	13	0
Denmark	10,213	3	0	2,706	16	2
Prussia	4,616	13	6	953	10	0
Germany	405,947	18	2	964,306	1	1
United Netherlands	277,853	9	10	294,306	15	4
France	2,901	14	10	7,849	1	11
Portugal, Azores, and Madeira	403,518	2	5	332,182	12	1
Spain and the Canaries	103,175	13	10	45,939	3	2
Gibraltar	85,569	16	0	62,218	15	9
Italy	82,095	18	0	188,623	17	4
Malta	57,914	1	8	9,154	0	1
Ionian Islands	—	—	—	805	4	10
Turkey and the Levant	7,871	18	4	3,740	9	7
Isles Guernsey, Jersey, Alder- ney, and Man	13,750	18	0	30,940	2	2
	1,879,740	5	2	2,062,030	2	7
ASIA:						
East Indies and China	556,769	16	5	944,822	4	0
New Holland and S. S. Islands	1,879	10	6	14,697	6	10
AFRICA:						
Cape of Good Hope	24,478	4	2	82,308	16	10
Other Parts of Africa	7,538	9	10	3,314	4	6
AMERICA:						
British Northern Colonies.	349,050	3	0	201,876	8	11
British West Indies	158,320	4	4	104,228	14	11
Foreign West Indies	66,615	16	4	33,777	3	11
United States	2,241,510	13	11	1,220,834	19	5
Brazil	236,560	11	9	182,235	15	10
Mexico and Guatemala	—	—	—	30,071	16	7
Columbia	—	—	—	8,090	2	0
Peru	—	—	—	52,899	1	10
Chili	—	—	—	39,063	4	10
Buenos Ayres and Monte Video	63,900	14	4	121,344	1	11
Total	5,586,364	9	9	5,041,585	4	11

AN ACCOUNT showing the several Countries to which Machinery has been exported, with the Official Value, in each of the years ending 5th January, 1825, 1826, and 1827.

EUROPE:	1825. £.	1826. £.	1827. £.
Russia	1,880	2,103	1,902
Sweden	173	776	212
Norway	62	160	265
Denmark	117	192	100
Prussia	142	67	1,088
Germany	492	3,716	4,371
United Netherlands	9,521	18,432	46,156
France	18,878	42,782	69,765
Portugal, Azores, and Madeira	1,477	1,034	647
Spain and the Canaries.....	2,846	874	1,014
Gibraltar	593	441	1,354
Italy	329	2,918	5,704
Malta	223	70	186
Ionian Islands	42	45	144
Turkey and the Levant	4,498	5,677	3,640
Isles Guernsey, Alderney and Man	866	1,549	75
	42,739	80,836	136,623
ASIA:			
The East Indies	48,754	38,980	30,492
New Holland	1,197	2,210	3,779
AFRICA	1,499	456	325
AMERICA:			
British Northern Colonies ..	2,976	1,265	438
British West Indies	17,127	29,623	27,674
Foreign West Indies.....	4,059	1,100	2,040
United States	2,872	4,519	2,606
Brazil	6,986	9,597	12,329
Mexico and Guatimala.....	127	29,176	4,635
Columbia	105	4,627	2,972
Peru	715	3,713	6,309
Chili	150	2,185	238
Buenos Ayres and Monte Video	346	4,129	3,495
Total.....	129,652	212,416	233,955

SHIPS, and the Quantity of Tonnage, cleared Outward from the British Colonies in the West Indies to the Ports of the United States of North America, and to the British Colonies in North America, distinguishing the number of British and of American Ships and Tonnage, in each Year for the last Eleven Years.

Years.	United States of America.				British Colonies in North America.	
	British.		American.		British.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1816..	453	70,090	156	19,745	328	44,634
1817..	469	67,375	186	24,459	382	55,557
1818..	352	49,506	227	28,719	433	57,431
1819..	13	1,139	526	62,343	612	77,098
1820..	3	289	684	77,878	554	70,594
1821..	1	70	314	34,778	570	72,301
1822..	28	2,755	279	31,018	495	56,943
1823..	99	9,310	435	49,337	468	62,082
1824..	62	5,821	567	74,908	440	46,955
1825..	80	6,836	583	75,311	413	41,574
1826..	<i>Note.</i> —As the Lists of Shipping from the British Colonies in the West Indies have been received only for a <i>small part of the year</i> 1826, I am unable to give any Account that will form a comparison with the former years, and therefore no Return has been rendered for that year. American Ships and Tonnage none.					

SHIPS and Tonnage entered Inwards in the British Colonies and Islands in the West Indies, from the United States of North America and the British North American Colonies;—in each year for the last eleven years.

Years.	United States of America.				British North American Colonies.	
	British.		American.		British.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1816..	526	94,762	140	16,442	349	47,757
1817..	651	97,857	220	23,916	436	60,727
1818..	512	76,997	190	23,933	414	54,250
1819..	28	2,317	569	62,713	600	78,422
1820..	5	525	522	57,352	524	72,235
1821..	1	36	248	25,957	623	83,544
1822..	8	1,489	254	31,006	535	62,274
1823..	98	9,881	461	50,634	454	50,674
1824..	62	5,795	499	63,174	442	51,622
1825..	72	6,870	465	58,746	421	44,526
1826..	<i>Note.</i> —As the Lists of Shipping from the British Colonies and Islands in the West Indies have been received only for a <i>small part of the year</i> 1826, I am unable to give any Account that will form a comparison with the former years, and therefore no Return has been rendered for that year. American Ships and Tonnage none.					

SHIPS and quantity of Tonnage, cleared Outwards from the British Colonies in North America, to the Ports of the United States of North America, distinguishing the number of British and American Ships and Tonnage, in each Year for the last Eleven Years.

Years.	British.		American.	
	Ships.	Tonnage.	Ships.	Tonnage.
1816.....	132	12,916	4	658
1817.....	207	21,574	—	—
1818.....	81	7,415	115	10,670
1819.....	2	294	513	53,479
1820.....	1	142	481	50,391
1821.....	17	2,748	321	32,934
1822.....	8	932	167	16,363
1823.....	28	2,873	108	10,899
1824.....	12	1,173	155	16,753
1825.....	28	2,894	181	17,883
1826.....	<i>Note.</i> —As the Lists of Shipping from the British Colonies in North America have been received only for a <i>small part of the year</i> 1826, I am unable to give any account that will form a comparison with the former Years, and therefore no Return has been rendered for that Year.			

SHIPS and Tonnage entered Inwards in the British Colonies in North America, from the United States of North America, distinguishing the British from the American Ships, in each Year for the last Eleven Years.

Years.	British.		American.	
	Ships.	Tonnage.	Ships.	Tonnage.
1816.....	251	36,604	—	—
1817.....	258	28,859	—	—
1818.....	121	13,738	101	9,443
1819.....	22	5,115	436	45,407
1820.....	9	2,340	480	50,608
1821.....	12	2,748	329	33,189
1822.....	22	5,447	182	17,507
1823.....	32	6,467	145	13,002
1824.....	27	4,318	200	19,608
1825.....	34	4,840	217	22,406
1826.....	<i>Note.</i> —As the Lists of Shipping from the British Colonies in North America have been received only for a <i>small part of the year</i> 1826, I am unable to give any Account that will form a comparison with the former Years, and therefore no return has been rendered for that Year.			

THE
MERCHANT, SHIP OWNER,
AND
SHIP MASTER'S
IMPORT AND EXPORT GUIDE.

PART I.

GENERAL REGULATIONS

AS TO

NAVIGATION AND COMMERCE.

HOUSE OF COMMONS, Friday, May 12, 1826.

Mr. Huskisson rose, pursuant to notice, to move for a return of the number of ships built in the British dominions between the years 1814 and 1825, both inclusive; distinguishing the number in each year, and the amount of their tonnage. (a) In bringing forward this motion, it was, he observed, very important to learn, whether the trade of the country, after the alterations that had been made in our commercial system, was in such a state as to give employment to the whole of our shipping, or whether those alterations had operated prejudicially to the shipping interest. The object of their navigation system was, first, to create and to maintain in this country a great commercial marine—and secondly, (an object not less important) that of preventing any one state from engrossing too great a share of the carrying trade of the world. Acting on this system, their policy had been, as a general rule of navigation, to declare to other countries, that they should not bring to Great Britain the production of third powers; but that they should confine themselves to the productions of that country to which the shipping employed in conveying them belonged. There certainly were exceptions to this general rule; but the principle formed the foundation of the navigation system of this country. In the first place, provision was made that the carrying should be divided as equally as possible amongst other maritime states, and that it should not be engrossed by any one of them; and, in all cases, where from want of shipping of their own, or from any other cause that did not interfere with the relations between this and any country so situated, instead of allowing them to send their produce here in foreign vessels, it was directed that it could only be imported in English ships. He was ready to state, as consistent with this general view, that the regulations of our navigation system, however just and necessary, and salutary, must, more or less, act as a restraint on that freedom of action which was essential to commerce. He was, at the same time, bound to say, that those restrictions were

(a) See Parliamentary Documents, 1826, prefixed.

founded on the first law of every state,—the high ground of political necessity; the necessity of providing for our own safety and defence; the necessity of providing for the protection of our colonies in every part of the world; the necessity of maintaining our commerce under all the vicissitudes of war to which this country was liable; and the necessity of keeping up our ascendancy on the ocean, and thus sustaining the station which that ascendancy, more than any thing else, had given to Great Britain throughout the world. He was, therefore, as ready as any man could possibly be, to say, “that we ought, on all occasions, to look to the peculiar nature of this state necessity, as that which should be uppermost in our minds, where the interests of commerce and navigation cannot be reconciled.” And, where they could not be so reconciled, he had no hesitation in stating, that the interests of commerce ought to give way, and that those of navigation ought to have the preference. He apprehended, that if they looked at the history of the English navigation laws,—if they looked at the great charter of those laws,—the act of the 12th Charles II., (a) it would be found, that they were framed to promote the shipping of this country, under different modes of encouragement, but which were mainly divided into five heads: 1st, the fisheries, which were encouraged to give a stimulus to the industry of the country. In this part of the navigation laws no alteration had been made; none had ever been contemplated by any man; they had still adhered to this great commercial arrangement. The next object the navigation laws had in view was, to give to the shipping of the country exclusive employment in all its coasting trade. When those laws were passed, that coasting trade embraced England only; but when England became united to Scotland, it embraced the whole of the British islands. In this point of their policy, also, there appeared to be no motive for any alteration. It was a most important point, as it greatly affected the shipping of the country; it therefore remained unaltered, and would remain, so long as they wished to maintain a great commercial marine. The next object of the navigation laws, was the European trade. The principle of policy here was, that the shipping of other parts of Europe were at liberty to take from any country in Europe (except the Netherlands), the produce of any country being European, and carry that produce here, with the exception of a number of enumerated articles, which, being of a bulky nature, employed a great quantity of shipping. With respect to those enumerated articles, the provision of the law was this:—that they should be brought to this country either in British ships, or in ships belonging to the country where they were produced, and proceeding directly from that country to this. This was the state of the law from the time of Charles II., until a very recent period; and the system had been kept up during that time, not only to preserve their own marine, but in a great measure, from a jealousy of the powerful marine of Holland. Acting from their own peculiar feelings, the legislature of that day had proceeded more severely and rigorously towards the Dutch than towards other countries. They did not, therefore, allow those enumerated articles, though carried in Dutch vessels, to be imported into this country. The next point to which the navigation laws were directed was the trade to Asia, Africa, and America. The law was, that no article, the produce of those parts of the world, should be imported into this country in any save British ships, coming from such parts. The British colonies abroad was the fifth and last point to which those laws related. And here he would state, generally, that the principle was to encourage, by every means, the intercourse between the colonies and the mother country. One of the great objects was to prevent the colonies from sending any part of their productions to any country except this, and that, too, in British shipping; while, on the other hand, the colonists were to be supplied with all European articles by the parent state. He took this to be a fair exposition of the main points of encouragement that were aimed at by the navigation laws. The house would perceive that there was a very great change in the state of the world, chiefly growing out of the war, at the present period, as compared with that when these laws were in full force. The house would allow him to state the situation of this country with respect to

(a) Now repealed.

PART 1.] NAVIGATION AND COMMERCE.

shipping at the period which immediately preceded the revolutionary war of 1793. In the year 1792, the year which immediately preceded that war, the number of registered vessels was 16,000. The amount of shipping at the commencement of the revolutionary war was in tonnage, 1,540,145 tons, and the number of ships was 16,079, the increase of tonnage being 24,174 tons, from 1792 to 1793. The whole amount of tonnage during the war was 2,543,000 tons, so that this amount presented an increase of two-fifths during that period. He would also state, that at the termination of the war the amount of tonnage was 2,486,000 tons, and up to the present period that amount had increased to 2,580,000 tons. It was now necessary to state the number of ships which had been built in the British dominions since the termination of the late war, beginning with the year 1814. It appeared by the document which he held in his hand, that the number of ships last year exceeded the number of any one year since the year 1789. He did not think it necessary to enumerate the amount of the shipping in each year since the peace, but he would just take the year 1814, when the war first terminated, and compare it with last year. In the year 1814 there were 818 new vessels built, being 95,900 tons, while in the year 1825, after an interval of ten years of peace, it appeared that there were 1,312 vessels built, amounting to 171,900 tons, so that last year we very nearly doubled the number of ships built in the year 1814. The best and the only criterion to go by in questions like the present, was that which public documents afforded. (a) It appeared from returns which he held in his hands, of the number of ships cleared outwards and inwards, from the year 1814 to the close of the last year, that the employment of British shipping had considerably increased, and he now begged the attention of those gentlemen who complained that British shipping was in want of employment while he read this statement. In the year ending December, 1824, it appeared that there were 19,164 British ships in actual employment, amounting to 2,364,000 tons; and the number of foreign ships that traded to Great Britain within the same period was 5,380, amounting to 694,000 tons. In the year 1825, the number of British ships was 21,786, tonnage 2,786,844; the number of foreign ships being 5,160, amounting to 684,392 tons. By this account, it would appear that there was an increase of British tonnage in the year 1825, as compared with the year preceding, of 422,000 tons, and there was also an increase in foreign tonnage of 197,000 tons. He would now beg leave to carry his comparison one point further, and to state, with reference to Prussia, that an increased communication between that country and Great Britain, had taken place within the last two years. He held in his hand a return of the number of ships that passed through the Sound, from the year 1783 to the year 1793, being a period of ten years, exclusive, however, of the year 1789, the returns for which year being either lost or mislaid. He also held in his hand an account of the number of ships that passed through the Sound, from the 1st of January, 1816, to the 25th of December, 1825; and here he should state that the number of British ships that passed through the Sound in the year 1825, was greater than in any one year of the twenty to which he had alluded. The following was an account of the number of ships, both British and foreign, that had passed through the Sound for the last five years, and he thought that this statement would be sufficient to satisfy the house without going into a separate detail of the years he had mentioned. The number was—

In 1821—British ships	2,116
Total number of all nations	9,117
In 1822—British ships	2,940
Total number of all nations	9,000
In 1823—British ships	3,428
Total number of all nations	9,160
In 1824—British ships	4,728
Total number of all nations	9,210
In 1825—British ships	5,186
Total number of all nations	13,000

(a) See Parliamentary Documents, 1826, prefixed.

By this statement, it would appear that last year Great Britain had more than one-third proportion of the number of the ships of all nations, and that number was greater then than at any subsequent period. One charge which was brought against the then existing navigation laws was, that all commodities of produce could only be brought in ships where those commodities had been produced; but now they might be brought in other ships than those of the country where they had grown. It was the intention of Government at that time, and that intention had since been reduced to practice, to introduce a system of an exchange of wares, in order to produce a reciprocity of interests and feeling with other countries. One of those articles was wine, another was oil, both of which it was deemed desirable to have introduced into Great Britain, subject to as little restrictions as possible; but a British ship, according to the then existing law, could not bring into England either of those articles, nor many others of the enumerated articles on which like injunctions had been placed. Such a regulation, it was hardly necessary to say, was both unnecessary and vexatious. It operated to the disadvantage of commerce—it cramped the energies of trade—and served, moreover, to diminish the employment of shipping. An alteration in the navigation laws, in order to counteract the effects of this injurious system, was then determined on, and that alteration was confined to the introduction of all articles which were not the production of the country where they issued from. In consequence of this alteration, all goods might now be brought into England direct from the countries where they were produced. With respect to the *Warehouse System*, he was free to say that the alteration which had taken place in that system was one which was highly beneficial to the interests of Great Britain. It was unjust that Ireland should not have been placed on the coasting trade; and it was too much to make a country so nearly connected with England subject to a foreign trade, and liable to the payment of foreign dues. With respect to the new world, England had been obliged to extend the system there also, and the Brazils had likewise shared in the benefit of the system. England was obliged to treat that country as any other free and independent nation. It was in vain to deny that the *United States of America* had grown up a powerful and mighty nation, and it was wise, he conceived, in Great Britain to extend the hand of friendship to that country, and to cherish a kindly feeling. Was this not better than war with all its attendant misery? Be the system of free trade good or bad, it was, he contended, the duty of Great Britain to arrange peaceably a measure of this nature, rather than to hazard a rupture with those with whom it was our duty to cherish a friendly feeling, and before we kept back an advantage in which we were willing ourselves to share, we should look to our relative situation with respect to other countries. But after we had extended this measure to the United States of America, we should hardly be acting with justice to deny it to those ports which, under the feudal system, when great states affected to despise commerce, were the great nurseries of commercial marine. He (Mr. Huskisson) should have thought it highly censurable to refuse extending it to them, because we apprehended no danger from them. It was consistent with sound policy in us to uphold the little states of Europe; and it was one of the misfortunes attending the changes that had taken place on the continent, that several of the independent towns had been swallowed up. It was one of the fallacies which prevailed, that it was not seen that whilst the foreign trade increased, the trade of Great Britain increased in equal proportion. Having admitted last session the principle, from necessity, he (Mr. Huskisson) thought it better that we should at once tell the world that we were willing to admit them all equally to a trade with this country. He thought it better to remove all discriminating duties, and make one tariff for all; such a tariff as should levy only those duties necessary for the state, or for the support of our own industry,—not prohibitory duties. He had now to proceed to another branch of the subject, he meant the change in our *Colonial System*. What was the nature of that change? After our peace with America, it was found to be difficult to require our West Indian islands to draw all their supplies from this country. Yet we were willing to break through an ancient system. Orders in Council were accordingly passed, authorizing trade between the colonies and the United States; year after year the law was broken, and year after year ministers came to Parliament for indemnity. They then obtained

obtained the power of dispensing with the law. But the United States were jealous of their navigation system. Under these circumstances, he (Mr. Huskisson) proposed last year, and Parliament adopted, a law to open the colonies to all the powers of Europe, confining the articles to those of their own growth, and exported directly from their own country. Looking to the interests of commerce, which must be the interests of navigation and good policy, and considering altogether the colonial policy of other countries, it was necessary to adopt these plans if we did not wish to incur the risk of sacrificing our commercial superiority. The right hon. gentleman concluded by moving for "A return of the number of ships built in the British dominions between 1816 and 1825 both inclusive, distinguishing the number in each year, and the amount of their tonnage." (a)

NAVIGATION ACTS.

European Goods for Home Use. The several sorts of goods hereinafter enumerated, being the produce of Europe; viz. masts, timber, boards, salt, pitch, tar, tallow, rosin, hemp, flax, currants, raisins, figs, prunes, olive oil, corn or grain, pot ashes, wine, sugar, vinegar, brandy, and tobacco, shall not be imported (b) into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109. § 2. [See next act.]

European Goods for Home Use. From and after the 1st of January, 1828, so much of the foregoing act as restricts, in manner before mentioned, the importation of rosin, pitch, vinegar, sugar, pot ashes, and salt, being the produce of Europe, is *repealed*, and in lieu thereof the several sorts of goods hereinafter enumerated, viz. wool, shumac, madders, madder roots, barilla, brimstone, bark of oak, cork, oranges, lemons, linseed, rape seed, and clover seed, being the produce of Europe, shall not be imported into the United Kingdom *to be used therein*, except in British ships, or in ships of the country from which the goods are the produce, or in ships of the country from which the goods are imported.

7 and 8 Geo. 4. c. 56. § 16.

Goods of Asia, Africa, or America, from Europe. Goods, the produce of Asia, Africa, and America, shall not be imported from Europe into the United Kingdom, *to be used therein*, except the goods hereinafter mentioned; viz.

Goods, the produce of places in Asia or Africa within the Straits of

(a) See Parliamentary Documents prefixed.

(b) By 6 Geo. 4. c. 107. § 122, if upon the first levying or repealing of any duty, or upon the first granting or repealing of any drawback or bounty, or upon the first permitting or prohibiting any importation or exportation, whether inwards, outwards, or coastwise, in the United Kingdom or in the Isle of Man, it shall be necessary to determine the precise time at which an importation or exportation of any goods made and completed shall be deemed to have had effect, such time, in respect of *importation*, shall be deemed to be the time at which the ship importing such goods had actually come within the limits of the port at which such ship shall in due course be reported, and such goods be discharged; and such time in respect of *exportation* shall be deemed to be the time at which the goods had been shipped on board the ship in which they had been exported; and if such question arise upon the arrival or departure of any ship, in respect of any charge or allowance upon such ship, exclusive of any cargo, the time of such arrival shall be deemed to be the time at which the report of such ship shall have been or ought to have been made; and the time of such departure shall be deemed to be the time of the last clearance of such ship with the collector and controller for the voyage upon which she had departed.

By 6 Geo. 4. c. 107. § 46, no goods shall be deemed to be imported from any particular place, unless they be imported *direct* from such place, and shall have been there laden on board the importing ship, either as the first shipment of such goods, or after the same shall have been actually landed at such place:

B 3

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Gibraltar

Gibraltar, or of the dominions of the Emperor of Morocco, imported from places in Europe within the Straits of Gibraltar: (a)

Goods, the produce of places within the limits of the East India Company's charter, which (having been imported into Gibraltar or Malta in British ships), may be imported from Gibraltar or Malta:

Goods taken by way of reprisal by British ships:

Bullion, diamonds, pearls, rubies, emeralds, and other jewels or precious stones. 6 Geo. 4. c. 109. § 3.

Goods of Asia, Africa, or America, in Foreign Ships. Goods, the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be the ships of the country in Asia, Africa, or America, (b) of which the goods are the produce, and from which they are imported, except the goods hereinafter mentioned; viz.

Goods, the produce of the dominions of the Grand Seigneur, in Asia, or Africa, which may be imported from his dominions in Europe, in ships of his dominions:

Raw silk and mohair yarn, the produce of Asia, which may be imported from the dominions of the Grand Seigneur in the Levant seas, in ships of his dominions:

Bullion § 4.

Manufactured Goods. All manufactured goods shall be deemed to be the produce of the country of which they are the manufacture. § 5.

In what ships Goods from Guernsey, &c. No goods shall be imported into the United Kingdom from the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. § 6.

In what Ships Goods to be Exported from United Kingdom to British Possessions. No goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. § 7.

Coastwise. No goods shall be carried coastwise, from one part of the United Kingdom to another, except in British ships. § 8.

In what Ships Trade between Guernsey, Jersey, &c. to be carried on. No goods shall be carried from any of the islands of Guernsey, Jersey, Alderney, Sark, or Man, to any other of such islands; nor from one part of any such island to another part of the same island, except in British ships. § 9.

In what Ships Trade between British Possessions to be carried on. No goods shall be carried from any British possession in Asia, Africa, or America, to any other of such possessions, nor from one part of any of such possessions to another part of the same, except in British ships. (c) § 10.

Trade in Foreign Ships with British Possessions. No goods shall be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported. § 11.

What Ships to be admitted as British.—How British Ships to be navigated.—How Ships to be manned. No ship shall be admitted to be a British ship unless duly registered and navigated as such; and every British registered ship (so long as the registry of such ship shall be in force, or the certificate of such registry retained for the use of such ship) shall be navi-

(a) By 7 Geo. 4. c. 48. § 21. all goods, the produce of places in the interior of Asia, or Africa, which shall be brought to any place in Europe within the Straits of Gibraltar, through places in Asia or Africa which are within those Straits, shall be deemed to be the produce of such last-mentioned places within the meaning of the above act.

(b) As to ships of Rio de la Plata, Colombia, and other countries in America, see p. 751.

(c) See BRITISH POSSESSIONS in PART 9.

gated during the whole of every voyage (whether with a cargo or in ballast), in every part of the world, by a master who is a British subject, and by a crew, whereof three-fourths at least are British seamen; and if such ship be employed in a coasting voyage from one part of the United Kingdom to another, or in a voyage between the United Kingdom and the islands of Guernsey, Jersey, Alderney, Sark, or Man, or from one of the said islands to another of them, or from one part of either of them to another of the same, or be employed in fishing on the coasts of the United Kingdom or of any of the said islands, then the whole of the crew shall be British seamen. § 12.

How Vessels under fifteen Tons Burthen admitted in Navigation. All British-built boats or vessels under fifteen tons burthen, wholly owned and navigated by British subjects, *although not registered as British ships*, shall be admitted to be British vessels, in all navigation in the rivers and upon the coasts of the United Kingdom, or of the British possessions abroad, and not proceeding over sea, except within the limits of the respective colonial governments within which the managing owners of such vessels respectively reside; and all British-built boats or vessels wholly owned and navigated by British subjects, not exceeding the burthen of thirty tons, and not having a whole or a fixed deck, and being employed solely in fishing on the banks and shores of Newfoundland, and of the parts adjacent, or on the banks and shores of the provinces of Canada, Nova Scotia, or New Brunswick, adjacent to the Gulf of St. Lawrence, or on the North of Cape Canso, or of the islands within the same, or in trading coastwise within the said limits, shall be admitted to be British boats or vessels, although not registered, so long as such boats or vessels shall be solely so employed. § 13.

How Ships built in Honduras entitled as British. All ships built in the British settlements at Honduras, and owned and navigated as British ships, shall be entitled to the privileges of British registered ships in all direct trade between the United Kingdom and the said settlements; provided the master shall produce a certificate under the hand of the superintendent of those settlements, that satisfactory proof has been made before him that such ship (describing the same) was built in the said settlements, and is wholly owned by British subjects; provided also, that the time of the clearance of such ship from the said settlements for every voyage shall be endorsed upon such certificate by such superintendent. § 14.

How Foreign Ships, Prize of War, or concerned in Slave Trade, to be deemed built, &c. No ship shall be admitted to be a ship of any particular country unless she be of the built of such country; or have been made prize of war to such country; or have been forfeited to such country under any law of the same, made for the prevention of the slave trade, and condemned as such prize or forfeiture by a competent court of such country; or be British built (not having been a prize of war from British subjects to any other foreign country); nor unless she be navigated by a master who is a subject of such foreign country, and by a crew of whom three-fourths at least are subjects of such country; nor unless she be wholly owned by subjects of such country usually residing therein, or under the dominion thereof: provided always, that the country of every ship shall be deemed to include all places which are under the same dominion as the place to such ship belongs. § 15.

Who to be deemed British Masters and British Seamen.—Natives of East Indies.—How other Ships to be navigated. No person shall be qualified to be a master of a British ship, or to be a British seaman within the meaning of this act, except the natural-born subjects of His Majesty, or persons naturalized by any act of parliament, or made denizens by letters of

denization; or except persons who have become British subjects by virtue of conquest or cession of some newly acquired country, and who shall have taken the oath of allegiance to His Majesty, or the oath of fidelity required by the treaty or capitulation by which such newly acquired country, came into His Majesty's possessions; or persons who shall have served on board of any of His Majesty's ships of war in time of war for the space of three years: provided that the natives of places within the limits of the East India Company's charter, although under British dominion, shall not, upon the ground of being such natives, be deemed to be British seamen: provided always, that every ship (except ships required to be wholly navigated by British seamen) which shall be navigated by one British seaman, if a British ship, or one seaman of the country of such ship, if a foreign ship, for every twenty tons of the burthen of such ship, shall be deemed to be duly navigated, although the number of other seamen shall exceed one-fourth of the whole crew. § 16.

Foreign Sailors during War. It shall be lawful for his Majesty, by his royal proclamation during war, to declare that foreigners, having served two years on board any of His Majesty's ships of war in time of such war, shall be British seamen within the meaning of this act. § 17.

How British Ships to be navigated on leaving United Kingdom.—Negroes and Lascars. No British registered ship shall be suffered to depart any port in the United Kingdom, or any British possession in any part of the world (whether with a cargo or in ballast), unless duly navigated: provided, that any British ship, trading between places in America, may be navigated by British negroes; and that ships trading eastward of the Cape of Good Hope, within the limits of the East India Company's charter, may be navigated by lascars, or other natives of countries within those limits. § 18.

Foreign Seamen employed instead of British. If any British registered ship shall at any time have, as part of the crew in any part of the world, any *foreign* (a) seaman not allowed by law, the master or owners of such ship shall for every such foreign seaman forfeit £10: provided, that if a due proportion of British seamen cannot be procured in any foreign port, or in any place within the limits of the East India Company's charter, for the navigation of any British ship; or if such proportion be destroyed during the voyage by any unavoidable circumstance, and the master of such ship shall produce a certificate of such facts under the hand of any British consul, or of two known British merchants, if there be no consul at the place where such facts can be ascertained, or from the British governor of any place within the limits of the East India Company's charter; or in the want of such certificate, shall make proof of the truth of such facts to the satisfaction of the collector and controller of customs of any British port, or of any person authorized in any other part of the world to inquire into the navigation of such ship, the same shall be deemed to be duly navigated. § 19.

(a) By 7 Geo. 4. c. 48. § 23. it shall be lawful for any *foreigner* who shall have been actually employed as master or seaman in navigating ships employed in the *Southern Whale Fisheries* conformably to the act of 35 Geo. III. although such act expired on July 5, 1825, to go before the collector and controller of the customs at the port from whence the ship in which he last so served shall have cleared out for the voyage on which he was employed in the same, and make proof of such service to the satisfaction of such collector and controller, and thereupon such collector and controller shall enrol the name of such person and shall give to him a certificate of such proof, and such person producing such certificate shall at all times thereafter be deemed to hold the qualification of a British seaman for the purpose of navigating any ship employed in the *Southern Whale Fisheries*.

How Proportion of Seamen may be altered. If His Majesty shall at any time by his royal proclamation, declare that the proportion of British seamen necessary to the due navigation of British ships shall be less than the proportion required by this act, every British ship navigated with the proportion of British seamen required by such proclamation shall be deemed to be duly navigated, so long as such proclamation shall remain in force. § 20.

How Goods Prohibited by Navigation Law may be Warehoused. Goods of any sort or the produce of any place, not otherwise prohibited than by the law of navigation hereinbefore contained, may be imported into the United Kingdom from any place in a British ship, and from any place not being a British possession in a foreign ship of any country, and however navigated, to be warehoused for *exportation only*, under the provisions of any law in force for the time being, made for the warehousing of goods without payment of duty upon the first entry thereof. § 21.

Infringement of this Act. If any goods be imported, exported, or carried coastwise, contrary to the law of navigation hereinbefore contained, all such goods shall be forfeited, and the master of such ship shall forfeit £100. § 22.

What deemed Coasting Trade. All trade *by sea* from any one part of the United Kingdom to any other part thereof, or from one part of the Isle of Man to another thereof, shall be deemed to be a *coasting trade*, and all ships while employed therein shall be deemed to be coasting ships; and no part of the United Kingdom, however situated with regard to any other part thereof, shall be deemed in law, with reference to each other, to be parts beyond the seas, in any matter relating to the trade or navigation, or revenue of this realm. 6 Geo. 4. c. 107. § 100.

Doubt as to Coasting Trade. It shall be lawful for the commissioners of His Majesty's Treasury to determine and direct in what cases the trade by water from any place on the coast of the United Kingdom to another of the same, shall or shall not be deemed a trade by sea within the meaning of this Act, or of any Act relating to the customs. § 101.

UNITED KINGDOM.

IMPORTS—*Entry, Report, and Landing.*

Landing Goods and breaking Bulk.—Times and Places of Landing; and Care of Officers.—Goods not Reported nor Entered.—Bulk illegally broken.—Certain articles landed without Entry. From 5th January 1826, no goods shall be unladen from any ship arriving from parts beyond the seas, at any place in the United Kingdom, or in the Isle of Man, nor shall bulk be broken after the arrival of such ship within four leagues of the coasts thereof respectively, before due report of such ship, and due entry of such goods shall have been made, and warrant granted in manner hereinafter directed; and no goods shall be so unladen except at such times and places, and in such manner, and by such persons, and under the care of such officers as are hereinafter directed; and all goods not duly reported, or which shall be unladen contrary hereto, shall be forfeited; and if bulk be broken contrary hereto, the master of such ship shall forfeit £100; and if, after the arrival of any ship within four leagues of the coast of the United Kingdom, or of the Isle of Man, any alteration be made in the stowage of the cargo of such ship, so as to facilitate the unloading

unlading of any part of such cargo, or if any part be staved, destroyed, or thrown overboard, or any package be opened, such ship shall be deemed to have broken bulk: provided always, that the several articles hereinafter enumerated may be landed in the United Kingdom without report, entry, or warrant; viz. diamonds and bullion, fresh fish, British taken and imported in British ships, turbot and lobsters fresh, however taken or imported. 6 Geo. 4. c. 107. § 2.

When Master to make Report, and what it is to contain. From 5th January 1826, the master of every ship arriving from parts beyond the seas at any port in the United Kingdom or in the Isle of Man, whether laden or in ballast, shall, within twenty-four hours after such arrival, and before bulk be broken, make due report of such ship, upon oath, before the collector or controller of such port; and such report shall contain an account of the particular marks, numbers, and contents of all the different packages or parcels of the goods on board such ship, and the particulars of such goods as are stowed loose, to the best of his knowledge, and of the places where such goods were taken on board, and of the burthen of such ship, and of the country where such ship was built, or, if British, of the port of registry, and of the country of the people to whom such ship belongs, and of the name and country of the person who was master during the voyage, and of the number of the people by whom such ship was navigated, stating how many are subjects of the country to which such ship belongs, and how many are of some other country; and in such report it shall be further declared, whether and in what cases such ship has broken bulk in the course of her voyage, and what part of the cargo, if any, be intended for importation at such port, and what part, if any, be intended for importation at another port in the United Kingdom, or at another port in the Isle of Man respectively; and what part, if any, is prohibited to be imported, except to be warehoused for exportation only, and what part, if any, is intended for exportation in such ship to parts beyond the seas, and what surplus stores or stock remain on board such ship; and if a British ship, what foreign-made sails or cordage, not being standing or running rigging, are in use on board such ship; and the master of any ship who shall fail to make such report, or who shall make a false report, shall forfeit £100. § 8.

How Packages reported "Contents unknown," may be opened and examined.—Prohibited Goods. If the contents of any package so intended for exportation in such ship to parts beyond the seas, be reported by the master as being unknown to him, it shall be lawful for the officers of customs to open and examine such package on board, or to bring the same to the King's warehouse for that purpose; and if there be found in such package any goods which may not be entered for home use, such goods shall be forfeited; or if the goods be such as may be entered for home use, the same shall be chargeable with the duties of importation; unless in either case the commissioners of customs, in consideration of the sort or quality of such goods, or the small rate of duty payable thereon, shall see fit to deliver the same for exportation. § 9.

When Master to deliver Manifest; and if required, Bill of Lading or Copy; and to answer upon Oath as to Voyage. The master of every ship shall, at the time of making such report, deliver to the collector or controller the manifest of the cargo of such ship, where a manifest is required; and if required by the collector or controller, shall produce to him any bill or bills of lading, or a true copy thereof, for every part of the cargo laden on board; and shall answer upon oath all such questions relating to the ship and cargo, and crew and voyage, as shall be put to him by such collector

collector or controller; and in case of failure or refusal to produce such manifest, or to answer such questions, or to produce such bill of lading or copy; or if such manifest, or bill of lading, or copy, shall be false; or if any bill of lading be uttered by any master, and the goods expressed therein shall not have been *bona fide* shipped on board such ship; or if any bill of lading, uttered or produced by any master, shall not have been signed by him; or any such copy shall not have been received or made by him previously to his leaving the place where the goods expressed in such bill of lading or copy were shipped; in every such case such master shall forfeit £100. § 10.

Part of Cargo reported for another Port. If any part of the cargo of any ship for which a manifest is required, be reported for importation at some other port in the United Kingdom, or at some other port in the Isle of Man, the collector and controller of the port at which some part of the cargo has been delivered, shall notify such delivery on the manifest, and return the same to the master of such ship. § 11.

Ship to come quickly to Place of Mooring, and to bring to at Stations.—Places for Mooring Tobacco Ships. Every ship shall come as quickly up to the proper place of mooring or unlading as the nature of the port will admit, and without touching at any other place; and in proceeding to such place shall bring to at stations appointed by the commissioners of customs for the boarding of ships by the officers of customs; and after arrival at such place of mooring or unlading, such ship shall not remove from such place, except directly to some other proper place, and with the knowledge of the proper officer of the customs, on penalty of £100, to be paid by the master of such ship: provided that it shall be lawful for the commissioners of customs to appoint places to be the proper places for the mooring or unlading of ships importing tobacco, and where such ships only shall be moored or unladen; and in case the place so appointed for the unlading of such ships shall not be within some dock surrounded with walls, if any such ship after having been discharged shall remain at such place, or if any ship not importing tobacco shall be moored at such place, the master shall in either case forfeit £20. § 12.

Officers to board Ships; to have free Access to seal or secure Goods and open Locks. It shall be lawful for the proper officers of customs to board any ship arriving at any port in the United Kingdom or in the Isle of Man, and freely to stay on board until all the goods laden therein shall have been duly delivered from the same; and such officers shall have free access to every part of the ship, with power to fasten down hatchways, and to mark any goods before landing, and to lock up, seal, mark, or otherwise secure any goods on board such ship; and if any place, or any box or chest, be locked, and the keys be withheld, such officers, if they be of a degree superior to tidesmen or watermen, may open any such place, box, or chest in the best manner in their power; and if they be tidesmen or watermen, or only of that degree, they shall send for their superior officer, who may open or cause to be opened any such place, box, or chest in the best manner in his power; and if any goods be found concealed on board any such ship, they shall be forfeited; and if the officers shall place any lock, mark, or seal upon any goods on board, and such lock, mark, or seal be wilfully opened, altered, or broken before due delivery of such goods, or if any of such goods be secretly conveyed away; or if the hatchways, after having been fastened down by the officer, be opened; the master of such ship shall forfeit £100. § 13.

National Ships, having Goods on board, Person in charge to deliver an
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Account,

Account, and answer on Oath.—Power to search. If any ship (having commission from His Majesty, or from any foreign Prince or State), arriving as aforesaid at any port in the United Kingdom or in the Isle of Man, shall have on board any goods laden in parts beyond the seas, the captain, or master of such ship, or of such goods for that voyage, shall, before any part of such goods be taken out of such ship, or when called upon so to do by any officer of customs, deliver an account in writing under his hand, to the best of his knowledge, of the quality and quantity of every package or parcel of such goods, and of the marks and numbers thereon, and of the names of the respective shippers and consignees of the same; and shall answer upon oath to the collector or controller such questions concerning such goods as shall be required of him; and on failure thereof, such captain or master shall forfeit £100; and all such ships shall be liable to such searches as merchant ships are liable to; and the officers of customs may freely enter and go on board all such ships, and bring thence on shore into the King's warehouse any goods found on board any such ship, subject nevertheless to such regulations in respect of ships of war belonging to His Majesty, as shall from time to time be directed in that respect by the commissioners of the treasury. § 14.

Master to deliver List of Crew, and Account of Wages. The master of every British ship arriving at any port in the United Kingdom, on her return from any British possessions in America, shall within ten days of such arrival deliver upon oath to the collector or controller, a list, (a) containing the names and descriptions of the crew which was on board at the time of clearing from the United Kingdom, and of the crew on board at the time of arrival in any of the said possessions, and of every seaman who has deserted or died during the voyage; and also the amount of wages due at the time of his death to each seaman so dying; and every master omitting so to do shall forfeit £50; and such list shall be kept by the collector for the inspection of all persons interested therein. § 15.

When Entry to be made and Goods landed.—Duties and Charges if Goods be not duly landed. Every importer of any goods shall, within fourteen days after the arrival of the ship importing the same, make perfect entry inwards of such goods, or entry by bill of sight in manner hereinafter provided, and shall within such time land the same; and in default of such entry and landing, it shall be lawful for the officers of customs to convey such goods to the King's warehouse; and whenever the cargo of any ship shall have been discharged, with the exception only of a small quantity of goods, it shall be lawful for the officers of customs to convey such remaining goods, and at any time to convey any small packages or parcels of goods to the King's warehouse, although such fourteen days shall not have expired, there to be kept waiting the due entry thereof, during the remainder of such fourteen days; and if the duties due upon any such goods shall not be paid within three months after such fourteen days shall have expired, together with all charges of removal and warehouse rent, the same shall be sold, and the produce thereof shall be applied first to the payment of freight and charges, next of duties, and the overplus, if any, shall be paid to the proprietor of the goods. § 16.

Bill of Entry.—Duplicates and Warrant for Landing. The person entering any goods inwards, (whether for payment of duty or to be

(a) By 7 Geo. 4. c. 48. § 4. to apply only to ships so arriving on their return from the *West Indies*.

warehoused upon the first perfect entry thereof, or for payment of duty upon the taking out of the warehouse, or whether such goods be free of duty,) shall deliver to the collector or controller a bill of the entry of such goods, fairly written in words at length, expressing the name of the ship, and of the master of the ship in which the goods were imported, and of the place whence they were brought, and the description and situation of the warehouse, if they are to be warehoused, and the name of the person in whose name the goods are to be entered, and the quantity and description of the goods, and the number and denomination or description of the respective packages containing the goods; and in the margin of such bill shall delineate the respective marks and numbers of such packages, and shall pay down any duties which may be payable upon the goods mentioned in such entry; and such person shall also deliver at the same time two or more duplicates, as the case may require, of such bill, in which all sums and numbers may be expressed in figures, and the particulars to be contained in such bill shall be written and arranged in such form and manner, and the number of such duplicates shall be such as the collector and controller shall require; and such bill being duly signed by the collector and controller, and transmitted to the landing waiter, shall be the warrant to him for the landing or delivering of such goods. § 17.

In what Cases Entries not valid, and Goods to be forfeited. No entry nor any warrant for the landing of any good, or for the taking of any goods out of any warehouse, shall be deemed valid, unless the particulars of the goods and packages in such entry shall correspond with the particulars of the goods and packages, purporting to be the same, in the report of the ship, and in the manifest, where a manifest is required, and in the certificate or other document, where any is required, by which the importation or entry of such goods is authorized, nor unless the goods shall have been properly described in such entry by the denominations, and with the characters and circumstances according to which such goods are charged with duty or may be imported, either to be used in the United Kingdom, or to be warehoused for exportation only; and any goods taken or delivered out of any ship, or out of any warehouse, by virtue of any entry or warrant, not corresponding or agreeing in all such respects, or not properly describing the same, shall be deemed to be goods landed or taken without due entry thereof, and shall be forfeited.(a) § 18.

Goods by Number, Measure, or Weight. If the goods in such entry be charged to pay duty according to the number, measure, or weight thereof, such number, measure, or weight, shall be stated in the entry. § 19.

Plantation Goods. From 5th January 1826, no goods shall be entered as being of or from any British possession in America, (if any benefit attach to such distinction,) unless the master of the ship importing the same shall have delivered to the collector or controller a certificate under the hand of the proper officer of the place where such goods were taken on board, of the due clearance of such ship from thence, containing an account of such goods. 6 Geo. 4. c. 107. § 34.

When and where Goods may be landed in Presence of Officers. No goods whatever (except diamonds, bullion, fresh fish, British taken, and imported

(a) By 7 and 8 Geo. 4. 56. § 2, when demand shall have been made for the delivery or for any order for the delivery of any goods in virtue of any such entry, such goods shall be deemed to have been taken and delivered within the meaning of the above act.

in British ships, and turbots and lobsters,) shall be unshipped from any ship arriving from parts beyond the seas, or landed or put on shore, but only on days not being Sundays nor holidays, and in the daytime, that is to say, from the first day of September until the last day of March between sun-rising and sun-setting, and from the last day of March to the first day of September between the hours of seven o'clock in the morning and four o'clock in the afternoon; nor shall any goods, except as aforesaid, be so unshipped or landed, unless in the presence or with the authority of the proper officer of customs; and such goods, except as aforesaid, shall be landed at one of the legal quays, appointed by His Majesty for the landing of goods, or at some wharf, quay, or place appointed by the commissioners of the customs for the landing of goods by sufferance; and no goods, except as aforesaid, after having been unshipped, shall be transhipped, or after having been put into any boat or craft to be landed, shall be removed into any other boat or craft previously to their being duly landed, without the permission or authority of the proper officer of customs. 6 Geo. 4. c. 107. § 50.

At whose Expense Goods to be unshipped, examined, &c. The unshipping, carrying, and landing of all goods, and the bringing of the same to the proper place after landing, for examination or for weighing, and the putting of the same into the scales, and the taking, of the same out of and from the scales after weighing, shall be performed by, or at the expense of, the importer. § 51.

MANIFESTS.

British Ships and Tobacco Ships to have Manifests—Particulars of Manifests. No goods shall be imported into the United Kingdom, or into the Isle of Man, from parts beyond the seas, in any British ship, nor any tobacco in any ship, unless the master have on board a manifest of such goods or of such tobacco, made out and dated and signed by him at the place or respective places where the same or the different parts of the same was or were taken on board, and authenticated in the manner hereinafter provided; and every such manifest shall set forth the name and the tonnage of the ship, the name of the master, and of the place to which the ship belongs, and of the places where the goods were taken on board respectively, and of the places for which they are destined respectively; and shall contain a particular account and description of all the packages on board, with the marks and numbers thereon, and the sorts of goods and different kinds of each sort contained therein, to the best of the master's knowledge, and of the particulars of such goods as are stowed loose: and the names of the respective shippers and consignees, as far as the same can be known to the master; and to such particular account shall be subjoined a general account or recapitulation of the total number of the packages of each sort, describing the same by their usual names, or by such descriptions as the same can best be known by, and the different goods therein, and also the total quantities of the different goods stowed loose; provided that every manifest for tobacco shall be a separate manifest, distinct from any manifest for any other goods, and shall, without fail, contain the particular weight of tobacco in each hogshead, cask, chest or case, with the tare of the same; and if such tobacco be the produce of the dominions of the Grand Seigneur, then the number of the parcels or bundles within any such hogshead, cask, chest or case, shall be stated in such manifest. 6 Geo. 4. c. 107. § 3.

Manifests

Manifests for Vessels from British Possessions abroad, or China. Before any ship shall be cleared out or depart from any place in any of the British possessions abroad, or from any place in China, with any goods for the United Kingdom or for the Isle of Man, the master of such ship shall produce the manifest to the collector or controller of customs, or other proper officer, who shall certify upon the same the date of the production thereof to him: provided always, that in all places within the territorial possessions of the East India Company, the servant of the said company by whom the last dispatches of such ship shall be delivered, shall be the proper officer to authenticate the manifest as aforesaid, and in all places in China the chief supercargo of the said company shall be the proper officer for such purpose. § 4.

Manifests to be produced to Consuls. Before the departure of any ship from any place beyond the seas, not under the British dominions, where any tobacco has been taken on board such ship for the United Kingdom or for the Isle of Man, the master of such ship shall produce the manifest of such tobacco to the British consul or other chief British officer, if there be any such resident at or near such place; and such consul or other officer shall certify upon the same the date of the production thereof to him. § 5.

Manifests wanting, or Goods not on board. If any goods be imported into the United Kingdom or into the Isle of Man, in any British ship, or any tobacco in any ship, without such manifest, or if any goods contained in such manifest be not on board, the master of such ship shall forfeit £100. § 6.

At what Distance from Coast Manifest to be produced, and Copies to be delivered and transmitted. The master of every ship required to have a manifest on board, shall produce such manifest to any officer of customs who shall come on board his ship, after her arrival within four leagues of the coast of the United Kingdom or of the coast of the Isle of Man, and who shall demand the same, for his inspection; and such master shall also deliver to any such officer, who shall be the first to demand it, a true copy of such manifest signed by the master; and shall also deliver another copy to any other officer of customs, who shall be the first to demand the same within the limits of the port to which such ship is bound; and thereupon such officers respectively shall notify on such manifest and on such copies the date of the production of such manifest and of the receipt of such copies, and shall transmit such copies to the collector and controller of the port to which such vessel is first bound, and shall return such manifest to the master; and if such master shall not in any case produce such manifest, or deliver such copy, he shall forfeit £100. § 7.

BILLS OF SIGHT.

In what Cases Bills of Sight to be granted.—Examination of Goods, and Perfecting of Entry. If the importer of any goods, or his agent after full conference with him, shall declare upon oath, before the collector or controller, that he cannot for want of full information make a perfect entry thereof, it shall be lawful for the collector and controller to receive an entry by bill of sight, for the packages or parcels of such goods, by the best description which can be given, and to grant a warrant thereupon, in order that the same may be landed, and may be seen and examined by such importer, in presence of the proper officers; and within *three days* after any goods shall have been so landed, the importer shall make a *perfect entry* (a) thereof, and shall either pay down all duties which shall be payable

(a) By 7 Geo. 4 c 48. § 5. such goods, although landed by bill of sight, shall not be deemed to be landed, or to be delivered out of the ship within the meaning of the above

payable upon such goods, or shall duly warehouse the same, according to the purport of the perfect entry or entries so made for such goods, or for the several parts or sorts thereof : provided that if any sum of money shall have been deposited upon any entry by bill of sight, on account of the duties which may be found to be payable on the goods intended therein, it shall be lawful for the officers of customs to deliver, in virtue of the warrant for landing the same, any quantity of goods, the duty on which shall not exceed the sum so deposited. 6 Geo. 4. c. 107. § 23.

Perfect Entry not made, Goods to be taken to King's Warehouse and sold. In default of perfect entry, within such three days, such goods shall be taken to the King's warehouse by the officers of customs ; and if the importer shall not within one month after such landing, make perfect entry or entries of such goods, and pay the duties thereon, or on such parts as can be entered for home use, together with charges of removal and of warehouse rent, such goods shall be sold for the payment of such duties, (or for exportation, if they be such as cannot be entered for home use, or shall not be worth the duties and charges,) and for the payment of such charges; and the overplus, if any, shall be paid to the importer or proprietor thereof. § 24.

How East India Company and Private Importers may enter by Bill of Sight, and make perfect Entry. It shall be lawful for the East India Company, without making the proof hereinbefore required, to enter by bill of sight, to be landed and secured in such manner as the commissioners of customs shall require, any goods imported by them, and also any goods imported by any other person from places within the limits of the charter of the said company, with the consent of such person, upon condition to cause perfect entry to be made of such goods within three months from the date of the importation thereof; either to warehouse the same or to pay the duties thereon within the times and in the manner hereinafter mentioned ; (that is to say,) if such goods be charged to pay duty according to the value, then to pay such duty within four months from the sale of the goods ; and if such goods be charged to pay duty according to the number, measure or weight thereof, then to pay one moiety of such duties within six calendar months from the time of the importation of such goods, and the other moiety within twelve calendar months from such time ; and such goods shall be secured in such places and in such manner as the commissioners of customs shall require, until the same shall have been duly entered, and the duties thereon shall have been duly paid, or until the same shall have been duly exported : provided also, that it shall be lawful for any other person who shall have imported any goods from places within the said limits into the port of London, in like manner to enter such goods by bill of sight in his own name, upon giving sufficient security by bond, to the satisfaction of commissioners of customs, with the like conditions as are required of the said company, for making perfect entries, and for selling at the sales of the said company all such of the said goods as are called "Piece Goods," and for the securing and the paying of duties ; provided such goods be entered by bill of sight, to be warehoused in some warehouse under the superintendence of the said

act, except in virtue of such perfect entry when the same shall have been made ; and if such perfect entry be not made in manner required by the above act for the landing of goods as hereinbefore mentioned, such goods shall then be deemed to be goods landed without due entry thereof, and shall be forfeited.

company,

company, and in which goods imported by the said company may be secured in manner before mentioned. § 25.

Not making perfect Entry, nor paying Duty. In default of perfect entry within three months as aforesaid, or of due entry and payment of duty within the times and in the manner hereinbefore respectively required, it shall be lawful for the commissioners of customs to cause any such goods, in respect of which such default shall have been made, to be sold for the payment of such duties (or for exportation, if they be such as cannot be entered for home use,) and for the payment of all charges incurred by the crown in respect of such goods; and the overplus, if any, shall be paid to the proprietor thereof. § 26.

How East India Company to pay Duties. The East India Company shall pay into the hands of the Receiver General of customs, every sum of money due from the said company on account of the duties of customs, at the respective times when the same shall become due; and the said Receiver General shall give to the said company a receipt for the moneys so paid, on account of the collector of customs, which receipt, when delivered to such collector, shall be received by him as cash. § 27.

RETURNED GOODS.

How Returned Goods may be Imported.—Duties to be paid on Goods Warehoused.—Certain Goods not to be for Home Use. From 5th January, 1826, it shall be lawful to re-import into the United Kingdom from any place, in a ship of any country, any goods (except as hereinafter excepted) which shall have been legally exported from the United Kingdom, and to enter the same by bill of store, referring to the entry outwards, and exportation thereof; provided the property in such goods continue in the person by whom or on whose account the same have been exported; and if the goods so returned be foreign goods which had before been legally imported into the United Kingdom, the same duties shall be payable thereon as would, at the time of such re-importation, be payable on the like goods, under the same circumstances of importation as those under which such goods had been originally imported; or such goods may be warehoused as the like goods might be warehoused upon a first importation thereof: provided always, that the several sorts of goods enumerated or described in the list following, shall not be re-imported into the United Kingdom for *home use*, upon the ground that the same had been legally exported from thence, but that the same shall be deemed to be *Foreign* goods, whether originally such or not, and shall also be deemed to be imported for the first time into the United Kingdom; viz.

GOODS EXPORTED WHICH MAY NOT BE RE-IMPORTED FOR HOME USE.

Corn, Grain, Meal, Flour, and Malt.

Hops.

Tobacco.

Tea.

Goods for which any bounty or any drawback of excise had been received on exportation, unless by special permission of the commissioners of customs, and on repayment of such bounty or such drawback.

All goods for which bill of store cannot be issued in manner hereinafter directed, except small remnants of British goods by special permission

of

of the commissioners of customs, upon proof to their satisfaction that the same are British, and had not been sold. § 31.

How Bill of Store to be granted, and Goods admitted to Entry. The person in whose name any goods so re-imported were entered for exportation, shall deliver to the searcher at the port of exportation, an exact account signed by him of the particulars of such goods, referring to the entry and clearance outwards, and to the return inwards of the same, with the marks and numbers of the packages, both inwards and outwards; and thereupon the searcher, finding that such goods had been legally exported, shall grant a bill of store for the same; and if the person in whose name such goods were entered for exportation was not the proprietor thereof, but his agent, he shall declare upon oath on such bill of store the name of the person by whom he was employed as such agent; and if the person to whom such returned goods are consigned shall not be such proprietor and exporter, he shall declare upon oath on such bill of store the name of the person for whose use such goods have been consigned to him; and the real proprietor, ascertained to be such, shall make oath upon such bill of store to the identity of the goods so exported and so returned, and that he was at the time of exportation and of re-importation the proprietor of such goods, and that the same had not during such time been sold or disposed of to any other person; and such affidavits shall be made before the collectors or controllers at the ports of exportation and of importation respectively; and thereupon the collector and controller shall admit such goods to entry by bill of store, and grant their warrant accordingly. § 32.

SURPLUS STORES.

Duties and Regulations. From 5th January, 1826, surplus stores of every ship arriving from parts beyond the seas, in the United Kingdom, or in the Isle of Man, shall be subject to the same duties, and the same regulations, as the like sorts of goods shall be subject to when imported by way of merchandize; but if it appear to the collector and controller that the quantity or description of such stores is not excessive or unsuitable under all the circumstances of the voyage, it shall be lawful for them to permit such surplus stores to be entered for the private use of the master, purser, or owner of such ship, or of any passenger of such ship, to whom any such surplus stores may belong, on payment of the proper duties, or to be warehoused for the future use of such ship, although the same could not be legally imported by way of merchandize. 6 Geo. 4. c. 107. § 33.

ALIEN GOODS.

What deemed Alien Goods. To prevent frauds in colouring and concealing alien goods, all wines of the growth of France or Germany, which shall be imported into any of the places in England, Ireland, Wales, or town of Berwick-upon-Tweed, in any other ship or vessel than which doth truly and without fraud belong to England, Ireland, Wales, (a) or the town of Berwick-upon-Tweed, and whereof the master and three-fourths at least of the mariners are English, shall be deemed *alien goods*, and pay all strangers customs and duties to the town and port into which they shall

shall be imported; and all sorts of masts, timber, or boards, as also all foreign salt, pitch, tar, rosin, hemp, flax, raisins, figs, prunes, olive oils, all sorts of corn or grain, sugar, pot ashes, spirits commonly called brandy, wine, or aqua vitæ, wines of the growth of Spain, the islands of the Canaries or Portugal, Madeira, or Western Islands, and all the goods of the growth, production, or manufacture of Muscovy or Russia, which shall be imported into any of the places in England, (a) Ireland, Wales, or the town of Berwick-upon-Tweed, in any other than such shipping, and so navigated, and all currants, and Turkey commodities which shall be imported into any of the places aforesaid, in any other than English-built shipping, and navigated as aforesaid, shall be deemed *alien goods*, and pay accordingly to the town or port into which they shall be imported. (b) 6 Geo. 4. c. 111. § 26.

How Bills of Entry to be Subscribed. Every merchant or other, passing any goods, inwards, shall, by himself, or his known servant, factor, or agent, subscribe one or more bill or bills of entry, whether such goods are on alien or British account, and if required make oath of the same before the officer appointed to receive the said duties (who is authorized by the charter granted to the said (c) mayor and commonalty and citizens to administer the same), and no entry on alien account shall be permitted by the officers of the customs to pass, or the goods to be delivered, unless the signature or mark of the city's collector or his deputy appears on the face of such warrant, and if any goods be entered on British account, which are *bona fide* alien's property, the merchant or others entering the same shall forfeit £50, and the damages to be recovered shall be paid into the chamber of London for the use of the mayor and commonalty and citizens. § 27.

VALUATION OF GOODS.

Entry of Goods charged by Value.—Form of Declaration. From 5th January, 1826, if the goods in any entry or warrant be charged to pay duty according to the value thereof, such value shall be stated in the entry, and shall be affirmed by the declaration of the importer (d) or his known agent, written upon the entry, and attested by his signature; and if any person make such declaration, not being the importer or proprietor of such goods, nor his agent duly authorized by him, such person shall forfeit £100, and such declaration shall be made in manner and form following, and shall be binding upon the person by or in behalf of whom the same shall be made.

‘ I, A. B. do hereby declare, that I am [the importer, or authorized by the importer] of
‘ the goods contained in this entry, and that I enter the same [stating which, if part only]
‘ at the sum of

‘ Witness my hand the

day of

‘ A. B.’

[6 Geo. 4. c. 107. § 19.]

(a) Query—Scotland not included.

(b) For the sake of perspicuity these articles are all enumerated under the title of
UNITED KINGDOM—IMPORTS, in alphabetical order.

(c) Query—Lord Mayor of London.

(d) By 7 Geo. 4. c. 48. § 10. if any goods brought coastwise be subject to duty according to the value thereof, such value shall be ascertained in the same manner and under the same regulations and conditions as are directed in the above act in respect of goods imported from foreign parts.

Goods undervalued.—*How Amount of Valuation of Goods to be apportioned.* If upon examination it appear to the officers of customs that such goods are not valued according to the true value thereof, it shall be lawful for such officers to detain and secure such goods, and (within five days from the landing thereof, if it be in the ports of London, Leith, or Dublin, or within seven days if in any other port in the United Kingdom, or if in any port in the Isle of Man) to take such goods for the use of the Crown; and if a different rate of duty be charged upon any goods, according as the value of the same shall be described in the entry to be above or to be below any particular price or sum, and such goods shall be entered so as to be liable to the lower rate of duty, and it shall appear to the officers of customs that such goods, by reason of their real value, are properly liable to the higher rate of duty, it shall be lawful for such officers in like manner to take such goods, for the use of the Crown; and the commissioners of customs shall thereupon in any of such cases cause the amount of such valuation, together with an addition of £10 per cent. thereon, and also the duties paid upon such entry, to be paid to the importer or proprietor of such goods in full satisfaction for the same, and shall dispose of such goods for the benefit of the Crown; and if the produce of such sale exceed the sums so paid, and all charges incurred by the Crown, one moiety of the overplus shall be given to the officers who had detained and taken the goods; and the money retained for the benefit of the Crown shall be paid into the hands of the collector of the customs, with the knowledge of the controller, and carried to account as duties of customs. § 20.

Valuation of East India Goods. The value of goods imported by the East India Company and of all goods called “piece goods,” being articles manufactured of silk, hair, or cotton, or any mixture thereof, imported by any person into the port of London, from places within the limits of the charter of the said company, shall be ascertained by the gross price at which the same shall have been sold by auction at the public sales of the said company; and such goods shall be landed and secured in such places and in such manner as the commissioners of customs shall require, until the duties thereon shall have been duly paid, or the same shall have been duly exported. § 21.

When East India Goods to be sold.—*Officers to attend Sales.* The East India Company shall fairly and openly expose to sale, and cause to be sold, all such goods so charged to pay duty according to the value thereof, by way of public auction, in the city of London, within three years from the importation thereof; and shall give due notice at the Custom House in London, to the officers appointed to attend such sales, of the time and place thereof. § 22.

EXCISE PERMITS.

Goods to be entered with Excise, and Permit to be obtained.—*Officers of Excise to attend Delivery.* No goods which are subject to any regulations of excise, shall be taken or delivered out of the charge of the officers of customs, (although the same may have been duly entered with them, and the full duties due thereon may have been paid,) until such goods shall also have been duly entered with the officers of excise, and permit granted by them for delivery of the same, nor unless such permit shall correspond

correspond in all particulars with the warrant of the officers of customs: provided, that such entry shall not be received by the officers of the excise, nor such permit be granted by them, until a certificate shall have been produced to them of the particulars of the goods, and of the warrant for the same, under the hand of the officers of customs who shall have the charge of the goods: provided also, that if upon any occasion it shall appear necessary, it shall be lawful for the proper officers of excise to attend the delivery of such goods by the officers of customs, and to require that such goods shall be delivered only in their presence; and it shall be lawful for such officers of excise to count, measure, gauge, or weigh any such goods, and fully to examine the same, and to proceed in all respects relating to such goods in such manner as they shall be authorized or required by any act for the time being in force relating to the excise. 6 Geo. 4. c. 107. § 49.

PROHIBITED GOODS.

A List of Goods absolutely Prohibited to be Imported. (a.)

[6 Geo. 4. c. 107. § 52.]

ARMS, Ammunition, and utensils of war, by way of merchandize, except by licence from His Majesty, for furnishing His Majesty's public stores only.

Bandstrings; of silk, until the 5th July 1826. (b)

Beef. (c.)

Books; viz. first composed or written or printed in the United Kingdom, and printed or reprinted in any other country, imported *for sale*, except books not reprinted in the United Kingdom within twenty years; or being parts of collections, the greater parts of which had been composed or written abroad.

Brocade of Gold or Silver }
Buttons } until the 5th July 1826. (b)

Cattle, great; except 600 head yearly from and of the breed of the Isle of Man, into the port of Chester. (c)

Coin; viz. false money, or counterfeit sterling.

— Silver of the realm, or any money purporting to be such, not being of the established standard in weight or fineness.

Cutwork; of silk, until the 5th July 1826. (b)

Fish of foreign taking or curing, or in foreign vessels; except turbot and lobsters, stock-fish, live eels, anchovies, sturgeon, botargo, and caviare.

Fringe; of silk until the 5th July 1826. (b)

Gloves. See page 93.

Gunpowder; except by licence from His Majesty, such licence to be granted for the furnishing His Majesty's stores only.

Lamb. (c)

Malt.

(a) These goods are digested under their respective names in "IMPORTS," but it is considered proper nevertheless to give a general view of them here.

(b) These articles, of course, may now be imported.

(c) See note (c) in next page.

Mutton. (c)

Pork. (c)

Ribbands, laces, and girdles, foreign-made, whether wholly or partly of silk, until the 5th of July 1826; (a) except ribbands, laces, and girdles brought by any persons as part of their dress.

Sheep. (c)

Snuff-work.

Silks, (a) until the 5th July 1826: *viz.* wrought silks, Bengals, and stuffs mixed with silk or herba, of the manufacture of Persia, China, or the East Indies.

— wrought silks, and silks mixed with gold, or other materials (a).

— wrought silks, velvets, crapes and tiffanies, and any other work made thereof whether wholly or partly (a).

— silk stockings, foreign-made, except stockings brought by any person for his or her private use (a).

Spirits; *viz.* from the Isle of Man.

— Spirits of greater strength than one to nine over hydrometer proof; (c) except spirits the produce of the British possessions, or of the Cape of Good Hope.

Swine. (c)

Tobacco-stalks stripped from the leaf, whether manufactured or not.

Tobacco-stalk flour.

PROHIBITED GOODS.

A List of Goods subject to certain Restrictions on Importation. (b)

[6 Geo. 4. c. 107. § 52.]

BONNETS, hats, or platting of bast or straw, chip, cane, or horse-hair, proper for making such hats or bonnets: not being packed in bales or tubs, each of which shall contain 75 dozen of such hats, or 224 lb. of such platting or other manufacture, at least. (c)

Cambrics or lawns; not being in bales, cases, or boxes covered with sack-cloth or canvas, each of which shall contain 100 whole or 200 demi-pieces, and except into the port of London, and except by license from the commissioners of the customs. (c)

China, goods from; unless by the East India Company, and into the port of London.

(a) These articles, of course, may now be imported.

(b) See note (a) in preceding page.

(c) By 7 Geo. 4. c. 48. § 6. so much of the above act as prohibits the importation of any spirits on account of the strength thereof, and also so much of the said act as prohibits the importation of beef, pork, or bacon, to be warehoused for exportation only, is *repealed*; and also so much of the above act as restricts in any way the importation of bonnets, hats, or platting of bast or straw, chip, cane, or horsehair, and also of cambrics or lawns, and also of coffee, and also of or-molu, and also of china-ware or porcelain, *not* being the produce of places within the limits of the East India Company's charter, and also any tobacco made up in rolls, being the produce of and imported from the state of Columbia, and in packages containing at least 320 lb. of such rolls of tobacco, is *repealed*. By 7 & 8 Geo. 4. c. 56. § 3, so much of the above act of 6 Geo. 4. c. 107, as prohibits the importation of beef or pork salted, not being beef or pork commonly called corned beef or pork, and also so much of the said act as prohibits the importation of cattle, sheep, swine, beef, lamb, mutton, or pork, from the *Isle of Man*, being the produce of that Island, is *repealed*.

China

China ware or porcelain ware; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast. (a)

Coffee; unless in packages, each of which shall contain 100 lb. of neat coffee at least. (a)

East India, goods of places within the limits of the East India Company's charter; unless into such ports as shall be approved of by the lords of the Treasury, and declared by order in council to be fit and proper for such importation.

Gloves. See page 93.

Hides, skins, horns, or hoofs, or any other part of cattle or beast; His Majesty may, by order in council, prohibit, in order to prevent any contagious distemper.

Or-Molu; viz. articles manufactured wholly or partly of or-molu; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast. (a)

Parts of Articles; viz.

Any distinct or separate part of any article not accompanied by the other part, or all the other parts of such article, so as to be complete and perfect, if such article be subject to duty according to the value thereof.

Spirits, not being perfumed or medicinal spirits; viz.

— All Spirits unless in ships of 70 tons or upwards.

— Rum of and from the British plantations, unless in casks containing not less than 20 gallons, or in cases containing not less than three dozen reputed quart bottles.

— All other Spirits, unless in casks containing not less than 40 gallons, or in cases containing not less than three dozen reputed quart bottles.

— Tea; unless from the place of its growth, and by the East India Company, and into the port of London.

Tobacco and Snuff; viz.

— unless in a ship of the burthen of 120 tons or upwards.

— and unless in hogsheads, casks, chests or cases, each of which shall contain, of neat Tobacco or Snuff, at least 100 lb. if from the East Indies, or 450 lb. if from any other place: and not packed in bags or packages within any such hogshead, cask, chest or case, nor separated, nor divided in any manner whatever; except Tobacco of the dominions of the Turkish Empire, which may be packed in inward bags or packages, or separated or divided in any manner within the outward package, provided such outward package be a hogshead, cask, chest, or case, and contain 450 lb. net at least (a)

— and unless the particular weight of Tobacco or Snuff in each hogshead, cask, chest, or case, with the tare of the same, be marked thereon.

— and unless in the ports of London, Liverpool, Bristol, Lancaster, Cowes, Falmouth, Whitehaven, Hull, Port Glasgow, Greenock, Leith, Newcastle-upon-Tyne, Plymouth, Belfast, Cork, Drogheda, Dublin, Galway, Limerick, Londonderry, Newry, Sligo, Waterford, and Wexford.

— but any ship wholly laden with Tobacco may come into the ports of Cowes or Falmouth to wait for orders, and there remain

(a) See note (c) in preceding page.

fourteen days, provided due report of such ship be made by the master with the collector or controller of such port.

Wine; *viz.*

— unless in a ship of the burthen of 60 tons or upwards.

— and in casks containing not less than 21 gallons, or in cases containing not less than three dozen reputed quart bottles, or six dozen reputed pint bottles, except for private use, and with leave of the commissioners of customs.

And all goods from the Isle of Man, except such as be of the growth, produce, or manufacture thereof.

And if any goods be imported into the United Kingdom contrary to any of the prohibitions or restrictions mentioned in such table in respect of such goods, the same shall be forfeited.

Prohibited Goods may be Warehoused for Exportation.—Exceptions.

Any goods of *whatsoever* sort may be imported into the United Kingdom, to be warehoused under the regulations of any act in force for the time being for the warehousing of goods, without payment of duty at the time of the first entry thereof, or notwithstanding that such goods may be prohibited to be imported into the united kingdom to be used therein, except the several sorts of goods enumerated or described in manner following: (that is to say,) goods prohibited on account of the package in which they are contained, or the tonnage of the ship in which they are laden; tea and goods from China in other than British ships, or by other persons than the East India Company; gunpowder, arms, ammunition, or utensils of war; dried or salted fish, not being stock fish; (a) infected hides, skins, horns, hoofs, or any other part of any cattle or beast; counterfeit coin or tokens; books first composed or written, or printed and published in the United Kingdom, and reprinted in any other country or place, copies of prints first engraved, etched, drawn, or designed in the United Kingdom; copies of casts of sculptures or models first made in the United Kingdom: clocks or watches impressed with any mark or stamp, appearing to be or to represent any legal British assay mark or stamp, or purporting, by any mark or appearance, to be of the manufacture of the United Kingdom, or not having the name and place of abode of some foreign maker abroad, visible on the frame, and also on the face, or not being in a complete state, with all the parts properly fixed in the case.

Entry. If by reason of the sort of any goods, or of the place whence, or the country or navigation of the ship in which any goods have been imported, they be such, or be so imported, as that they may not be used in the United Kingdom, they shall not be entered, except to be warehoused; and it shall be declared upon the entry of such goods, that they are entered to be warehoused for exportation only. § 54.

DAMAGED GOODS.

Allowance for Goods damaged.—Proof.—Claim. From 5th January 1826, if any goods which are rated to pay duty according to the number, measure, or weight thereof, (except certain goods hereinafter mentioned,) shall receive damage during the voyage, an abatement of such duties

(a) By 7 Geo. 4. c. 48. § 6. so much of the above act as prohibited the importation of beef, pork, or bacon, to be warehoused for exportation only; is *repealed*.

shall be allowed in proportion to the damage so received; provided proof be made to the satisfaction of the commissioners of customs, or of any officers of customs acting therein under their directions, that such damage was received after the goods were shipped abroad in the ship importing the same, and before they were landed in the United Kingdom; and provided claim to such abatement of duties be made at the time of the first examination of such goods. 6 Geo. 4. c. 107. § 28.

Officers to examine Goods, and state Proportion; or choose Two Merchants.—Goods exported. The officers of customs shall thereupon examine such goods with reference to such damage, and may state the proportion of damage which, in their opinion, such goods have so received, and may make a proportionate abatement of duties; but if the officers of customs be incompetent to estimate such damage, or if the importer be not satisfied with the abatement made by them, the collector and controller shall choose two indifferent merchants, experienced in the nature and value of such goods, who shall examine the same, and declare upon oath in what proportion, according to their judgment, such goods are lessened in their value by reason of such damage, and thereupon the officers of customs may make an abatement of the duties according to the proportion of damage so declared by such merchants; and if any of such goods be afterwards exported for drawback, an abatement of the drawback in the like proportion shall be made, and shall be declared in the bills of the entry of such goods, and in the clearance of the same for shipment. § 29.

For what Goods no Abatement. No abatement of duties shall be made on account of any damage received by any of the sorts of goods herein-after enumerated; viz. coffee, currants, figs, lemons, oranges, raisins, tobacco, and wine. § 30.

DUTIES, DRAWBACKS, AND BOUNTIES.

Weights, Measures, Currency, and Quantities. From 5th January, 1826, all duties, bounties, and drawbacks of customs shall be paid and received in every part of the United Kingdom and of the Isle of Man in British currency, and according to imperial weights and measures; and in all cases where such duties, bounties, and drawbacks are imposed and allowed according to any specific quantity or any specific value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value. 6 Geo. 4. c. 107. § 117.

Commencement of Act. From and after the 5th January, 1826, this act shall come into and be and continue in full force and operation for granting duties of customs. 6 Geo. 4. c. 111. § 1.

New Duties and Drawbacks. In lieu of all other duties of customs (except the duties upon corn, grain, meal, or flour), there shall be paid unto His Majesty, upon goods imported into or exported from the United Kingdom, or carried coastwise from one place in the United Kingdom to another place in the same, the several duties of customs, and there shall be allowed the several drawbacks, as the same are respectively inserted, described, and set forth in figures in the tables to this act annexed.(a) § 2.

(a) These Tables are incorporated with the other matters under the titles of UNITED KINGDOM—IMPORTS—EXPORTS—COASTWISE.

Goods having paid Duties imposed by former Acts.—Ashes used in Bleaching, and Brimstone used for Oil of Vitriol. The amount of drawbacks granted upon goods exported from or used or consumed in Great Britain or Ireland, under any act in force in Great Britain or Ireland on or immediately before the 5th January, 1826, shall remain payable with respect to such goods as, having paid the duties imposed upon the importation thereof by any act in force on the said day, shall from that day be exported from or so used or consumed in Great Britain or Ireland: (a) provided, that no drawback shall be allowed for any ashes used in bleaching linen, nor for any brimstone used for the making of oil of vitriol, which shall not have been so used respectively on or before the 5th July, 1826, nor unless such drawback be duly claimed on or before the 5th January, 1827. § 3.

Under whose Management Duties and Drawbacks to be. The duties and drawbacks by this act imposed and allowed shall be under the management of the commissioners of customs, and shall be paid, and recovered, and allowed, and applied or appropriated, under the provisions of an act passed in the present session of parliament, intituled ‘An Act for the General Regulation of the Customs.’ (b) § 4.

Reciprocal Duties, Prohibitions, &c. It shall be lawful for His Majesty, by the advice of his Privy Council, by his order in council, from time to time to order that there shall be levied and collected any additional duty not exceeding one-fifth of the amount of any existing duty upon all or any goods, the growth, produce, or manufacture of any country which shall levy higher or other duties upon any article the growth, produce, or manufacture of any of His Majesty’s dominions, than upon the like article the growth, produce, or manufacture of any other foreign country; and in like manner to impose such additional duties upon any goods, when imported in the ships of any country which shall levy higher or other duties upon any goods when imported in British ships, than when imported in the national ships of such country, or which shall levy higher or other tonnage or port or other duties upon British ships, than upon such national ships, or which shall not place the commerce or navigation of this kingdom upon the footing of the most favoured nation in the ports of such country; and either to prohibit the importation of any manufactured article, the produce of such country, in the event of the export of the raw material of which such article is wholly or in part made being prohibited from such country to the British dominions, or to impose an additional duty, not exceeding one-fifth as aforesaid, upon such manufactured article; and also to impose such additional duty in the event of such raw material being subject to any duty upon being exported from the said country to any of His Majesty’s dominions; and all duties imposed by any such order shall be deemed to be duties imposed by this act. (c) § 4.

What Duty on Warehoused Goods. It shall be lawful for the importer of any goods, subject to any of the duties imposed by this act, to warehouse such goods upon the first entry thereof under the laws in force for the warehousing of goods without payment of duty upon such first entry; and all goods which shall have been so warehoused before the 5th January

(a) It seems not necessary to insert these.

(b) The regulations of this act are digested in this book according to the nature of the subjects.

(c) For orders in council pertaining to these matters, see under the names of the several countries, in subsequent parts.

1826, and shall remain so warehoused after that day, shall become liable to the duties imposed by this act, in lieu of all former duties. § 11.

Wine for Prisage. Nothing in this act, nor in any other act passed in the present session of parliament, shall extend to alter or affect the right of entering wine for prisage at such reduction of duties as the parties having such right shall be entitled to claim at any of the places in England or Wales, where the right of prisage has not been purchased by the Crown. § 19.

How Goods Imported and Exported in Foreign Ships may pay Duty, and have Drawback as in British Ships. It shall be lawful for His Majesty with the advice of His Privy Council or by His Order in Council to be published from time to time in the London Gazette, to authorize the importation into or exportation from the united kingdom, or from any other of His Majesty's dominions, of any goods, which may be legally imported or exported in foreign vessels, upon payment of the like duties only, and with the like drawbacks, bounties, and allowances, as are charged or granted upon similar goods, when imported or exported in British vessels; provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that goods imported into or exported from the foreign country in whose favour such remission of duties, or such drawbacks, bounties, or allowances shall be granted, are charged with the same duties, and are allowed the same drawbacks, bounties, or allowances, when imported into or exported from such foreign country in British vessels, as are levied or allowed on similar goods, when imported or exported in vessels of such country. (a) 4 Geo. 4. c. 77. § 1.

How Additional Duties may be levied on Goods Imported in Foreign Vessels. It shall be lawful for His Majesty with the advice of His Privy Council, or by His Majesty's Orders in Council as aforesaid, whenever it shall be deemed expedient, to charge any additional duties of customs, or to withhold the payment of any drawbacks, bounties, or allowances, upon any goods, imported into or exported from the united kingdom, or imported into or exported from any of His Majesty's dominions, in vessels belonging to any foreign country, in which higher duties shall have been levied, or smaller drawbacks, bounties, or allowances granted, upon goods, when imported into or exported from such foreign country in British vessels, than are levied or granted upon similar goods, when imported or exported in vessels of such country; provided always, that such additional or countervailing duties and drawbacks, bounties, or allowances, shall not be of greater amount than may be deemed fairly to countervail the difference of duty, drawback, bounty, or allowance, paid or granted on goods imported into or exported from such foreign country in British vessels, more or less than the duties, drawbacks, bounties, or allowances, there charged or granted upon similar goods, imported into or exported from such foreign country in vessels of such country. (a) § 2.

How Duties may be removed, or again imposed. His Majesty, by and with the advice of His Privy Council, or by any Orders in Council as aforesaid, is hereby empowered to remove, or again to impose, any such additional or countervailing duty of customs, or to renew or withhold such drawbacks, bounties, or allowances, whenever it shall be deemed expedient so to do. § 4.

(a) See Treaties, Acts, Orders, &c. in subsequent parts, under the names of the several countries and states.

How Foreign Vessels of less Burthen than Sixty Tons may be exempted from taking on board a Pilot. “Whereas it might tend to the advantage of British vessels arriving in foreign ports, if power was given to His Majesty to exempt foreign vessels of less burthen than sixty tons from the obligation of taking on board pilots to conduct them into or from the ports of the united kingdom, in all cases in which British vessels of less burthen than sixty tons are not required by law to take pilots:” it is therefore enacted, that it shall be lawful for His Majesty, with the advice of His Privy Council, or by any Orders in Council, in all such cases as aforesaid, to exempt Foreign Vessels, being of less burthen than sixty tons, from taking on board a pilot to conduct them into or from any of the ports of the united kingdom. § 5.

Orders to be laid before Parliament. A copy of every Order in Council which may be issued under the authority of this act shall be laid before Parliament as soon after the issuing thereof as may be practicable, if Parliament be sitting, and if it shall not then be sitting, within thirty days after the meeting thereof. § 6.

Additional Tonnage Duties. It shall be lawful for His Majesty, with the advice of His Privy Council, or by His Majesty's orders in council, to be published from time to time in the London Gazette (whenever it shall be deemed expedient), to levy any additional or countervailing duty of tonnage, upon any vessels which shall enter any of the ports in the United Kingdom of Great Britain and Ireland, or in any of His Majesty's dominions, and which shall belong to any foreign country in which any duties of tonnage shall have been or shall be levied upon British vessels, entering the ports of such country, higher than are levied upon the vessels of such country: provided always, that such tonnage duties shall not be of greater amount than may be deemed fairly to countervail the difference of duty paid in such foreign country upon the tonnage of British vessels, more than the duty there charged upon the vessels of such country. 5 Geo. 4. c. 1. § 3.

Entry of Foreign Vessels on Payment of like Tonnage Duties as on British Vessels. It shall be lawful for His Majesty, with the advice of His Privy Council, or by His Majesty's orders in council, to be published from time to time in the London Gazette, to permit and authorize the entry into any port of the United Kingdom of Great Britain and Ireland, or of any other of His Majesty's dominions, of any foreign vessels, upon payment of the like duties of tonnage only as are or may be charged upon similar British vessels: provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that vessels of the foreign country, in whose favour such permission shall be granted, are charged with no other or higher tonnage duties on their entrance into the ports of such foreign country, than are levied on the entry into such ports upon the vessels of such country. (a) § 4.

How Duties may be removed. His Majesty, with the advice of His Privy Council, or by any orders in council, as aforesaid, is hereby empowered to remove or again to impose any such additional or countervailing tonnage duties, whenever it shall be deemed expedient so to do. § 6.

(a) See note in preceding page.

☞ The Duties and Drawbacks mentioned under this Title, are all granted by 6 Geo. 4. c. 111.

Where no Drawback is stated, none is allowed.

<i>GOODS, being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value</i>			
	Duty	20	0 0
<i>GOODS, not being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value</i>			
	Duty	10	0 0

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ACACIA, the lb.	Duty	0	2	0
	Drawback	0	1	4

Acacia, Egyptian Thorn, or Binding Bean-tree, in Botany, a species of mimosa, according to Linnæus, though other botanists make it a distinct genus. The flowers of a species of the acacia are used by the Chinese in making that yellow which we see bears washing in their silks and stuffs, and appears with so much elegance in their painting on paper. Mr. Geoffroy attributes the origin of bezoar to the seeds of this plant.

Acacia, in the Materia Medica, the inspissated juice of the unripe fruit of the *Mimosa Nilotica*.

The juice is brought to us from Egypt, in roundish masses wrapt up in thin bladders. It is outwardly of a deep brown colour, inclining to black; inwardly of a reddish or yellowish brown; of a firm consistence, but not very dry. It soon softens in the mouth, and discovers a rough, not disagreeable taste, which is followed by a sweetish relish. This inspissated juice entirely dissolves in watery liquors; but is scarce sensibly acted on by rectified spirit.

Acacia is a mild astringent medicine. The Egyptians give it in spitting of blood. What is usually sold for the Egyptian acacia, is the inspissated juice of unripe sloes; this is harder, heavier, of a darker colour, and somewhat sharper taste, than the true sort.

German Acacia, the juice of unripe sloes inspissated.—*Ency. Britan.*

ACETOUS ACID. See Vinegar.

ACORNS. See Seed.

ACORUS, the lb.	Duty	0	0	10
	Drawback	0	0	6

Acorus, Calamus Aromaticus, Sweet Flag, or Sweet Rush.

Acorus, in the Materia Medica, a name sometimes given to the great galangal.

Acorus, blue coral. The true sort is very scarce; some, however, is fished on the coasts of Africa, particularly from Rio del Re to the river of the Camarones. This coral is part of the merchandise which the Dutch trade for with the Camarones: that of the kingdom of Benin is also very much esteemed. It grows in form of a tree on a rocky bottom.—*Ency. Britan.*

ADIANTHUM, the lb.	Duty	0	0	8
	Drawback	0	0	5

Adiantum, Maidenhair. This article is imported from Italy, the Southern parts of France, and also the Levant. It grows likewise in North America, especially in Canada. It is used medicinally, and also in preparing capillaire.—*Ed.*

AGARIC,

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AGARIC, the cwt. Duty 1 18 0

Agaric. A drug of use in physic, and in the dying trade. It is divided into male and female; the male is used only in dying, the female in medicine; the male grows on oaks, the female on larches.

There are two excrescences which grow upon trees; both of them in the nature of mushrooms: the one the Romans call boletus, which grows upon the roots of oaks, and was one of the dainties of their table; the other is medicinal, that is called agaric, which grows upon the tops of oaks, though it be affirmed by some that it groweth also at the roots.—*Chambers.*

AGATES, or Cornelians, *viz.*

— set, the £100 value..... Duty 20 0 0

— not set, the £100 value Duty 10 0 0

— Beads. See Beads.

Agate, or Achat, (among the Greeks and Latins, *Αχατης* and Achates, from a river in Sicily, on the banks of which it was first found), a very extensive genus of the semipellucid gems.

These stones are variegated with veins and clouds, but have no zones like those of the onyx.

Agates are arranged according to the different colours of their ground. Of those with a white ground there are three species.

Of the agates with a reddish ground there are four species.

Of the agates with a yellowish ground there are only two known species.

Lastly, of the agates with a greenish ground, there is only one known species, called by the ancients, jaspachates.

Of all these species there are a great many varieties; some of them having upon them natural representations of men and different kinds of animals, &c.

Agates may be stained artificially with solution of silver in spirit of nitre, and afterwards exposing the part to the sun.

The agate is used for making cups, rings, seals, handles for knives and forks, hilts for swords and hangers, beads to pray with, smelling boxes, patch-boxes, &c. being cut or sawed with no great difficulty.

Considerable quantities of these stones are still found near the river Achates in Sicily. The lapidaries pretend that the Indian agates are finer than the Sicilian; but Father Labat informs us, that in the same quarries, and even in the same block, there are found pieces much finer than others, and these fine pieces are sold for Indian agates in order to enhance their prices.—*Ency. Britan.*

Cornelian, a precious stone, of which there are three kinds, distinguished by three colours, a red, a yellow, and a white. The red is very well known among us; is found in roundish or oval masses, much like our common pebbles; and is generally met with between an inch and two or three inches in diameter; it is of a fine, compact, and close texture; of a glossy surface; and in the several specimens, is of all the degrees of red, from the palest flesh colour to the deepest blood-red. It is generally free from spots, clouds, or variegations: but sometimes it is veined very beautifully with an extremely pale red, or with white. The pieces of cornelian which are all one colour, and perfectly free from veins, are those which our jewellers generally make use of for seals, though the variegated ones are much more beautiful. The cornelian is tolerably hard, and capable of a very good polish.

The finest cornelians are those of the East Indies; but there are very beautiful ones found in the rivers of Silesia and Bohemia; and we have some not despicable ones in England.—*Ency. Britan.*

ALDERNEY. As to duty on goods from Alderney, see Guernsey in this part.

ALKALI, not being Barilla, *viz.*

— any article containing Soda or Mineral Alkali, whereof Mineral Alkali is the most valuable part, (such Alkali not being otherwise particularly charged with Duty)

ALKALI,

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ALKALI *continued.*

.... if not containing a greater proportion of such Alkali than 20 per cent. the cwt.....	Duty	0	11	4
	Drawback	0	5	8
.... if containing more than 20 per cent. and not exceeding 25 per cent. of such Alkali, the cwt.....	Duty	0	15	0
	Drawback	0	7	6
.... if containing more than 25 per cent. and not exceeding 30 per cent. of such Alkali, the cwt.....	Duty	0	18	4
	Drawback	0	9	2
.... if containing more than 30 per cent. and not exceeding 40 per cent. of such Alkali, the cwt.....	Duty	1	3	4
	Drawback	0	11	8
.... if containing more than 40 per cent. of such Alkali, the cwt.....	Duty	1	10	0
	Drawback	0	15	0

Alkali. A term derived from kali, the Arabic name of a plant, from the ashes of which one species of alkaline substance can be extracted. Alkalis may be defined, those bodies which combine with acids, so as to neutralize or impair their activity, and produce salts. Acidity and Alkalinity are therefore two correlative terms of one species of combination.

The alkalis may be arranged into three classes: 1st, Those which consist of a metallic basis combined with oxygen. These are three in number, potash, soda, and lithia. 2d, That which contains no oxygen, *viz.* ammonia. 3d, Those containing oxygen, hydrogen, and carbon.

Besides neutralizing acidity, and thereby giving birth to salts, the first four alkalis have the following properties:—

1st, They change the purple colour of many vegetables to a green, the reds to a purple, and the yellows to a brown. If the purple have been reddened by acid, alkalis restore the purple.

2d, They possess this power on vegetable colours after being saturated with carbonic acid, by which criterion they are distinguishable from the alkaline earths.

3d, They have an acrid and urinous taste.

4th, They are powerful solvents or corrosives of animal matter; with which, as well as with oils in general, they combine, so as to produce neutrality.

5th, They are decomposed, or volatilized, at a strong red heat.

6th, They combine with water in every proportion, and also largely with alcohol.

7th, They continue to be soluble in water when neutralized with carbonic acid; while the alkaline earths thus become insoluble.—*Ure.*

ALKANET ROOT, the lb.	Duty	1	10	0
	Drawback	0	15	0

The alkanet plant is a kind of buglos, which is a native of the warmer parts of Europe, and cultivated in some of our gardens. The greatest quantities are raised in Germany and France, particularly about Montpellier, whence we are chiefly supplied with the roots. These are of a superior quality to such as are raised in England. This root imparts an elegant deep red colour to pure alcohol, to oils, to wax, and to all unctuous substances.—*Ure*.

ALKERMES, Confection of, the oz.....Duty 0 1 8

Alkermes, a term borrowed from the Arabs, denoting a celebrated remedy, of the consistence of a confection; whereof the kermes (berries) are the basis. The

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other ingredients are pippin cyder, rose-water, sugar, ambergrease, musk, cinnamon, aloes-wood, pearls, and leaf gold; but the sweets are usually omitted. The confectio alkermes is chiefly made at Montpelier. The grain, which gives it the denomination, is no where found so plentiful as there.—*Chambers.*

ALMOND PASTE, the £100 value. Duty 60 0 0

Almond paste, as its name implies, is merely a paste made of the nut of the almond tree. It is rarely imported.—*Ed.*

ALMONDS, Bitter, the cwt. Duty 1 11 8
Drawback 1 8 0

.... the produce of any British possession, (a)
the cwt. Duty 0 15 10
Drawback 0 14 0

———— Jordan, the cwt. Duty 4 15 0
Drawback 4 4 0

.... the produce of any British possession, (a)
the cwt. Duty 2 7 6
Drawback 2 2 0

———— of any other sort, the cwt. Duty 2 7 6
Drawback 2 2 0

The almond tree is a great object in some parts of Italy, and in the South of France; and there are large plantations of it in Provence and Dauphine. It is common in China, and most of the Eastern countries, and also in Barbary, where it is a native. An almond tree, covered with its beautiful blossoms, is one of the most elegant objects in nature.—*Nicholson.*

Almonds are of two kinds, sweet and bitter. The Jordan almond is of the finest quality; next the Valencia; and the inferior almonds are from Barbary, whence the bitter ones are chiefly brought.

Bitter almonds are poisonous to birds, and to some animals.—*Ure.*

Almonds are used in medicine, in confectionery, and in desserts. When good, the outside is of a clear cinnamon hue, the inside of a pure white, and the flavour pleasant, especially when eaten with raisins.—*Ed.*

ALOE, viz. Hepatica or Barbadoes Aloes, the lb. Duty 0 1 3
Drawback 0 0 10

.... Socotorina, the lb. Duty 0 2 6
Drawback 0 1 8

———— of the Cape of Good Hope, and imported direct
thence, the lb. [7 Geo. 4. c. 48.] Duty 0 0 3

———— of any other sort, the lb. Duty 0 0 9
Drawback 0 0 6

Aloes. This is a bitter juice extracted from the leaves of a plant of the same name. Three sorts of aloes are distinguished in the shops by the names of aloe socotrina, aloe hepatica, and aloe caballina. The first denomination, which is applied to the purest kind, is taken from the island of Socotora; the second, or next in quality, is called hepatica, from its liver colour; and the third, caballina, from the use of this species being confined to horses. These kinds of aloes are said to differ only in purity, though, from the difference of their flavours, it is probable that they may be obtained in some instances from different species of the same plant. It is certain, however, that the different kinds are all prepared at Morviedro in Spain, from the same leaves of the common aloe.

The principal characters of good aloes are these: it must be glossy, not very black, but brown; when rubbed or cut, of a yellow colour; compact, but easy to break; easily soluble; of an unpleasant peculiar smell, which cannot be described, and an extremely bitter taste.—*Ure.*

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

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ALUM, the cwt.	Duty	0	17	6
— Roch, the cwt.	Duty	0	11	8

Native alum is mixed with heterogeneous matters, or effloresces in various forms upon the ores during calcination. It rarely occurs in a crystallized state, though thus it is said to be met with in Egypt, Sardinia, Spain, Bohemia, and other places.

There are several kinds of alum to be met with; but these differ from one another only in being mixed with some salts which are not of the aluminous kinds. That called the Roman alum has been considered as preferable to any other.

Alum mines are said to have been first found in Italy in the year 1460; and in 1506 King Henry VII. made a monopolizing grant of this commodity to Augustine Chigi, a merchant of Sienna. In the year 1608, the manufacture of alum was first invented, and successfully practised in England.—*Ency. Britan.*

AMBER, Beads. See Beads.				
— Oil of. See Oil.				
— Rough, the lb.	Duty	0	1	8
	Drawback	0	1	1
— Manufactures of Amber, not otherwise enumerated, the lb.	Duty	0	12	0

This substance is dug out of the earth in Ducal Prussia, near the sea coast; and is thrown in considerable quantity on the sea-shore of Polish Prussia and Pomerania, particularly after tempestuous west or north-west winds. It is evidently of vegetable origin, and the lumps occasionally inclose small pieces of twigs and insects in their substance. The greater part of what is brought to this country comes from the Baltic; and a small quantity from Catania, in Sicily, packed in chests.—*Thomson.*

AMBERGRIS, the produce of British fishing, the oz.	Duty	0	2	0
— the produce of Foreign fishing, the oz.	Duty	0	5	0

The origin of this substance is involved in complete obscurity. All that we know of it is, that it is most commonly found in lumps floating on the ocean, sometimes adhering to rocks, sometimes in the stomachs of fish—but whence does it come? by what process is it formed? Every body knows the history of that greasy substance called Adipocire—that on digging up the bodies in the cemetery of St. Innocent's at Paris, many of them were found in part converted into a substance resembling spermaceti; and that it has since been ascertained, that if the flesh of animals, instead of undergoing putrefaction in air, undergoes the slower changes which take place under water, in a running stream, it is gradually converted into this substance. It is not an improbable conjecture, that Ambergris is the flesh of dead fish which has undergone this change—that it is marine Adipocire. And this conjecture is corroborated by a fact which was lately stated in one of the American newspapers. A marine animal of gigantic size has lately been discovered and dug up in the neighbourhood of New Orleans, in the groove of one of whose bones was found a matter closely resembling Ambergris. This animal, which is supposed to be extinct, had been buried for an incalculable time.—*Blackwood's Mag.*

AMBRA LIQUIDA, the lb.	Duty	0	3	4
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Ambra Liquida, a gum exuding from a tree, the growth of South America, and also of Virginia. Some suppose it to be the same as Storax, but this supposition appears to be erroneous.—*Ed.*

AMERICA, UNITED STATES OF. For convention of commerce, and various regulations connected with duties and drawbacks, see United States of America, in PART IX.

AMMUNITION, *by way of merchandize*, except by licence from His Majesty, for furnishing His Majesty's public stores only, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

ANACARDIUM. See Cashew Nuts.				
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ANCHOVIES, the lb.	Duty	0	1	0
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Small fish caught in great quantities in the Mediterranean, having a slender body,

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body, but thicker in proportion than the herring. They are brought over pickled, and used in sauces.—*Crabb.*

A larger species, known in the trade by the term “Sardinias,” are frequently sold for anchovies. They have a similar flavour, but the real Gorgona anchovies surpass all other sorts.—*Ed.*

ANGELICA, the lb. Duty 0 0 10
Drawback 0 0 6

The name of a plant. The species are—1. common or manured angelica; 2. greater wild angelica; 3. shining Canada angelica; 4. mountain perennial angelica. This plant is used in medicine, as are its seeds. Confectioners make a sweetmeat with its stalks.—*Miller.*

ANNATTO, or Rocou, *viz.*

———— Flag, the lb. Duty 0 0 2
———— Roll, or any other sort, not otherwise enumerated, the lb. [7 Geo. 4. c. 48.] . . . Duty 0 1 0

Annatto, Anotto, Arnotto, (the rocou of the French) a red dye prepared in the West Indies, from the seed capsules of the *Bixa Orleanæ*, a tree of South America. The seeds are contained in a pod, similar to a chesnut, enclosed in a pulp of a disagreeable smell, and bright red colour. It is much used in the dairies of England and Holland, to colour cheese and butter. The Spanish Indians used it medicinally.—*Ency. Metrop.*

ANTIMONY, *viz.* Crude, the cwt. Duty 0 15 0
———— Regulus of Antimony, the cwt. Duty 2 0 0

This metal, when pure, is of a brilliant, white, or bluish white colour, showing a radiated fracture when broken; by exposure to heat and air it is converted into a white oxide, which sublimates in vapours. Its ores are found chiefly in Saxony, and the Hartz; also in Cornwall, Allemont in France, Spain, Mexico, and Siberia.

The ores of antimony are soft, and vary in colour from light lead to dark lead grey; their specific gravity varies from 4.4 to 6.8; they possess a metallic lustre, are brittle, and occur in the crystallized and massive forms.

Antimony is used in medicine, forming with several agents, very active compounds; it also enters into the composition of type metal as used for printing.—*Joyce.*

APPLES, the bushel Duty 0 4 0
———— Dried, the bushel Duty 0 7 0

Apples are commonly imported from France, America, and other places.—*Ed.*

AQUAFORTIS, the cwt. Duty 0 14 3

This name is given to a weak and impure nitric acid, commonly used in the arts. It is distinguished by the terms *double* and *single*, the single being only half the strength of the other. The artists who use these acids call the more concentrated acid, which is much stronger even than the double aquafortis, *spirit of nitre*. This distinction appears to be of some utility, and is therefore not improperly retained by chemical writers.—*Ure.*

ARANGOES, the £100 value Duty 20 0 0

Arangoes are a species of bead formed from the rough cornelian, and imported from Asia.—*Ed.*

ARCHELIA. See Orchal.

ARGOL, the cwt. Duty 0 2 0
———— the produce of, and imported from any British possession, the cwt. Duty 0 1 0

Crude tartar, in the state in which it is taken from the inside of wine vessels, is known in the shops by the name of argol. The casks in which some kinds of wine are kept become incrustated with a hard substance, tinged with the colouring matter of the wine, and otherwise impure, which has long been known by the name of argal, or tartar, and distinguished into red and white according to its colour. This being purified by solution, filtration, and crystallization, was termed *cream*, or crystals of tartar. It was afterwards discovered that it consisted of a peculiar acid

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acid combined with potash; and the supposition that it was formed during the fermentation of the wine, was disproved by Boerhaave, Neuman and others, who showed that it existed ready formed in the juice of the grape. It has likewise been found in other fruits, particularly before they are ripe.—*Ure*.

ARISTOLOCHIA, the lb	Duty	0	0	10
	Drawback	0	0	6

The root of this plant, which is the part used officinally, is small, light, and bushy, consisting of a number of fibres matted together, issuing from one common head, of a brownish colour on the outside, and pale or yellow within. It has an aromatic smell, somewhat like that of valerian, but more agreeable, and a warm, bitterish, pungent taste, very much resembling camphor.—*Ency. Metrop.*

ARMS, Ammunition, and utensils of war, *by way of merchandize*, except by licence from His Majesty for furnishing His Majesty's public stores, only; prohibited to be imported on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

ARQUEBUSADE WATER. See Spirits

ARRACK. As to description of, see Cocoa-nut-tree.

ARROW-ROOT, or Powder, the lb.....	Duty	0	0	2
----- the produce of any British possession, (a) the lb..		0	0	1

Arrow-root. It is so called because it was thought to extract the poison from wounds inflicted by the poisoned arrows of the Indians. There are five species, of which the Indian arrow-root has a thick, fleshy, creeping root, full of knots. It is a native of South America, and is cultivated in the West Indies—pounded fine and bleached, it makes a powder and starch.—*Nicholson*.

It is well known as a nutritious food for infants and delicate persons: occasionally it is used also in cookery and confectionary.—*Ed.*

ARSENIC, white, the cwt	Duty	0	14	3
----- of any other sort, the cwt.	Duty	0	18	8

The form under which this metal is generally known, is in that of an oxide, the arsenious acid; and this is readily converted into the metallic state by fusion with half its weight of black flux in a close vessel. The arsenic now rises in the form of a brilliant metallic sublimate, possessing a crystalline surface and fracture.

Arsenic or rather the arsenious acid, principally comes from Saxony, Bohemia, and Germany, where it is either worked directly for the market, or indirectly as a product in working cobalt, and some other ores with which it is combined in large quantities.

The ores of arsenic, or rather those which contain this metal, are readily known by the strong garlic-like odour which they give off when exposed to heat. Whether any specimen under examination is a true ore of arsenic or not, will depend upon the quantity contained. Should it have no sulphur, and the loss of weight in roasting is equal to what remains, it may be reckoned an arsenical ore; but if not it will most probably be a metal mineralized by arsenic. In laying this down as a rule, it is to be remembered that the matrix, or stony matter, should be first removed, and that sulphur was mentioned only that care should be taken that loss in weight by the roasting is not attributed wholly to arsenic, when sulphur is present.

Arsenic is one of the least valuable of the metals; with sulphur it forms two compounds, occasionally employed as colours, viz.—orpiment and realgar, a yellow and red paint; but from the dangerous effects often produced, by working with all arsenical preparations, it would perhaps have been of advantage if they had never been used; a green colour is also afforded by adding a solution of arseniate of potassa to sulphate of copper, and called from the inventor, Scheele's green.—*Joyce*.

ARTICLES, Parts of, *viz.*—any distinct or separate part of any article not accompanied by the other part, or all the other parts of such article, so as to be complete and perfect, if such article be subject to duty according to the value

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

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thereof, prohibited to be imported, on pain of forfeiture.
§ 52.

6 Geo. 4. c. 107.

ASAFÆTIDA, the lb.....	Duty	0	0	10
	Drawback	0	0	6

Asafætida is obtained from a large umbelliferous plant growing in Persia. The root resembles a large parsnip externally, of a black colour: on cutting it transversely, the Asfætida exudes in form of a white thick juice, like cream, which, from exposure to the air, becomes yellower and yellower, and at last of a dark brown colour. The Persians are commonly obliged to hire ships on purpose for its carriage, as scarcely any one will receive it along with other commodities, its stench infecting every thing that comes near it.—*Ure*.

Nigh Wormoot are Duzgun, Laztan-de, and other towns, where is got the best asafætida through all the orient. The tree exceeds not our briar in height, but the leaves resemble rose leaves; the root the radish. Though the savour be so offensive to most, the sapor is so good, that no meat, no sauce, no vessel pleases some of the Guzuratto palates, save what relishes of it.—*Sir T. Herbert's Travels*.

ASARUM ROOT, the lb.....	Duty	0	0	8
	Drawback	0	0	5

Asarum, or asarabacca, a genus of plants. The common asarabacca is a native of many parts of Europe. The root finely powdered excites vomiting; coarsely powdered it purges. The powder of the leaves is the basis of most cephalic snuffs.—*Nicholson*.

ASHES, Pearl and Pot, the cwt.....	Duty	0	6	0
.... the produce of any British possession and imported direct from thence.....	Duty	Free		
———— Soap and Wood, the cwt.....	Duty	0	1	8
———— Weed, the cwt. [7 Geo. 4. c. 48.].....	Duty	0	1	8
———— not otherwise enumerated, the £100 value.....	Duty	20	0	0

Ashes, a term applied to the residue left after the combustion of any substance.—*Ency. Metrop*.

By Treasury letter dated March 30, 1827, the allowance of drawback is continued upon Ashes used in bleaching linen yarn.

Potashes being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109. § 2.

By 7 & 8 Geo. 4. c. 56. § 16, from and after January 1, 1828, so much of such act as restricts in manner before mentioned, the importation of Pot Ashes, being the produce of Europe is repealed.

Ashes, Pot, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

Potash and Pearlash come chiefly from Canada, North America, and Russia. They are very extensively used in soap-making, the manufacture of glass, bleaching and scouring linens, woollen cloths, &c. With the acids they form salts, some of which are much employed in medicine, either as an anti-acid or cathartic. In combination with the nitric acid, they form nitre or salt-petre, which enters very largely into the composition of gunpowder; and this salt, when heated, is often used as a substitute for the oxide of manganese in preparing oxygen gas. Nitre is never manufactured, from the direct union of its constituent parts, being found ready prepared in immense quantities, a few feet under the surface of the earth, in the East Indies. It is from this salt that the whole of the nitric acid and aquafortis used in commerce is obtained.—*Joyce*.

ASPHALTUM, the lb. ...	Duty	0	0	10
	Drawback	0	0	6
———— the produce of, and imported from any British possession, the lb.....	Duty	0	0	5
	Asphaltum			

BAL

Asphaltum, likewise called Bitumen Judaicum, or Jews' Pitch, is a smooth, hard, brittle, black or brown substance, which breaks with a polish, melts easily when heated, and when pure burns without leaving any ashes. It is found in a soft or liquid state on the surface of the Dead Sea, but by age grows dry and hard. The same kind of bitumen is likewise found in the earth in other parts of the world; in China; America, particularly in the island of Trinidad; and some parts of Europe, as the Carpathian hills, France, Neufchatel.—*Ure*.

Asphaltum is found in Switzerland and at Alvonia in Albania. It is abundant on the surface, and on the shores of the Dead Sea in Judea, where these lumps are collected by the Arabs for sale. The most abundant deposits of this substance are in the islands of Barbadoes and Trinidad.—*Ency. Metrop.*

ASSES, each.....Duty 0 10 0

Asses. The qualities of these animals are so well known as to need no description. Though the ass is at present naturalized in this country, his introduction into Britain seems to have been very late, as he was entirely lost among us during the reign of Queen Elizabeth, when, as Hollinshed informs us, "our lande did yeelde no asses."

Wild asses are found in several parts of Asia, especially in the dry and mountainous deserts of Tartary, and in the southern parts of India and Persia. Large herds of them are also found in South America, where they were originally introduced by the Spaniards, and as the climate seems peculiarly favourable to them, they have multiplied to so great a number, as in some places to have become quite a nuisance. In the kingdom of Quito they are hunted for the purpose of domestication.—*Ency. Britan.*

AURIPIGMENTUM. See Orpiment.

B.

BACON, the cwt.....Duty 1 8 0

As to Bacon being prohibited to be imported, notwithstanding the duty above-mentioned, see page 20.

Bacon, the flesh of a hog salted and dried.—*Ency. Metrop.*

BALAUSTIA, the lb.....Duty 0 0 10

Balaustia. Balaustines; the flowers of the wild pomegranate; the *Punica granatum* of Linnæus. These flowers were reckoned of an astringent quality.—*Crabb*.

BALM OF GILEAD. See Balsam.

BALSAM, Canada, the lb.....Duty 0 1 3

Drawback 0 0 10

Balsam Tree. This is a shrub which scarce grows taller than the pomegranate tree; the blossoms are like small stars, very fragrant; whence spring out little pointed pods, inclosing a fruit like an almond, called carpo-balsamum, as the wood is called xylobalsamum, and the juice opobalsamum.—*Calmet*.

Balsam Canada. This article, as its name implies, is imported from British America. It is a turpentine of the best quality, and is used chiefly by painters for varnish.—*Ed.*

—————Copaiba, or Capivi, the lb.....Duty 0 2 0

Drawback 0 1 4

Balsam Capivi, Capivi Tree. This tree grows near a village called Ayapel, in the province of Antiochi, in the Spanish West Indies, about ten days' journey from Carthagena. Some of them do not yield any of the balsam; those that do, are distinguished by a ridge, which runs along their trunks. These trees are wounded in their centre, and they apply vessels to the wounded part, to receive the balsam. One of these trees will yield five or six gallons of balsam.—*Miller*.

All the turpentines, the Peruvian Balsam, copaiba, &c, are examples of natural balsams.—*Ency. Metrop.*

BALSAM,

BAR

BALSAM *continued.*

———— Riga, the lb.	Duty	0	1	0
..... and further, as Foreign Spirits, the gallon	Duty	1	10	0

Riga Balsam is imported from the North of Europe. It is applied externally to heal recent wounds and bruises. It is likewise employed internally to remove coughs, asthmas, and other complaints of the breast.—*Buchan.*

———— Balm of Gilead, Balsam of Peru, of Tolu, and all Balsams not otherwise enumerated, the lb.	Duty	0	4	6
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Balm of Gilead. The most precious of the balsams is that commonly called Balm of Gilead. The true balsam is of a pale yellowish colour, clear and transparent, about the consistence of Venice turpentine, of a strong, penetrating, agreeable, aromatic smell, and a slightly bitterish pungent taste. By age it becomes yellower, browner, and thicker, losing by degrees, like volatile oils, some of its finer and more subtle parts.—*Ure.*

Peruvian Balsam. The tree which affords this balsam grows in the warmest parts of South America; it is obtained by boiling the twigs in water; it has a deep brown colour, considerable consistency, a fragrant aromatic smell, and a pungent bitterish flavour.—*Brande.*

Tolu Balsam. This has generally been considered as the produce of a South American tree, (the *Toluifera balsamum*), but from a recent inquiry into the subject it appears that it is obtained by exudation from the *Myroxylon Peruiferum*—that it flows freely from incisions in its bark, and is collected in mats and calabashes, where it hardens, and is thus brought to this country.—*Ure.*

BANDSTRING TWIST, the dozen knots, each knot of 32 yards	Duty	0	5	0
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Bandstrings of Silk, until 5th July 1826, prohibited to be imported into the United Kingdom, *to be used therein*, on pain of forfeiture; but may be warehoused for exportation. 6 Geo. 4 c. 107. § 52.

Bandstring Twist. A manufacture generally of silk, and was formerly much in vogue for ornamenting bands and neckcloths.—*Ed.*

BARILLA, <i>viz.</i> if not containing a greater proportion of mineral alkali than 20 per cent.				
.... to the 6th of January 1829, the ton	Duty	8	10	0
.... from the 5th of January 1829 to the 6th of January 1830, the ton	Duty	6	10	0
.... from and after the 5th of January 1830, the ton.	Duty	5	0	0
———— if containing more than 20 per cent. and not more than 25 per cent. of mineral alkali,				
.... to the 6th of January 1829, the ton.	Duty	11	5	0
.... from the 5th of January 1829 to the 6th of January 1830, the ton	Duty	8	12	0
.... from and after the 5th of January 1830, the ton.	Duty	6	12	0
———— if containing more than 25 per cent. and not more than 30 per cent. of mineral alkali,				
.... to the 6th of January 1829, the ton.	Duty	14	10	0
.... from the 5th of January 1829 to the 6th of January 1830, the ton	Duty	11	0	0
.... from and after the 5th of January 1830, the ton	Duty	8	10	0
BARILLA				

BAR

BARILLA, *continued.*

—————	if containing more than 30 per cent. and not more than 40 per cent. of mineral alkali,	
....	to the 6th Jan. 1829, the ton,	Duty 18 10 0
....	from the 5th January, 1829, to the 6th January, 1830, the ton	Duty 14 0 0
....	from and after Jan. 5, 1830, the ton ..	Duty 11 0 0
—————	if containing more than 40 per cent. of mineral alkali,	
....	to the 6th January, 1829, the ton	Duty 22 6 8
....	from the 5th January, 1829, to the 6th January 1830, the ton	Duty 17 0 0
....	from and after Jan. 5, 1830, the ton..	Duty 13 0 0

Drawback.—For any barilla used in the process of bleaching of linen before the 5th January, 1830, a repayment of the duties which had been paid on the importation of such barilla shall be made to the person so using the same, provided that the person claiming such repayment shall, within three calendar months next after the 5th day of January in each year, produce to the commissioners of customs an account of the total quantity of barilla so used by him in the preceding year, showing when and where and by whom the duties on the same had been paid, and where the same had been used; and shall also prove, to the satisfaction of the commissioners, that the barilla mentioned in such account had, within such year, been actually used by him in the process of bleaching of linen; and thereupon a debenture shall issue for making such repayment at the port at or near to which such barilla shall have been so used. 7 Geo. 4. c. 48. § 40.

By Treasury Letter, dated March 30, 1827, the allowance of drawback is continued upon barilla used in bleaching linen yarn.

Barilla and Kelp. These two substances, which are largely used by the manufacturers of hard soaps, are prepared from sea weeds in a similar manner to pot ashes, without any separation of the earthy matters with which the alkali is combined, after the process of incineration. Kelp is chiefly the product of the common sea weed, which grows upon the rocks between high and low water mark. The makers begin to collect these weeds, chiefly the species *vesiculosus* and *serratus*, about the month of May, and continue until the end of August or beginning of September. The best, or Alicant barilla, is made from the ashes of the *salsola soda*, which is very extensively cultivated on the shores of the Mediterranean; and the time for collecting the plants is in August, when the seeds are ripe, and which are shaken out previous to the plant being burnt. In the manufacture either of kelp or barilla the weeds are first dried, and afterwards burned in large furnaces constructed for the purpose; the heat is now continued until the mass enters into a state of imperfect fusion, when the fire is withdrawn. The kelp or barilla thus formed is afterwards removed, and in this state is fit for the market.—*Joyce.*

From and after January 1, 1828, barilla, being the produce of Europe, shall not be imported into the United Kingdom *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 and 8 Geo. 4. c. 56. § 17.

BARK, Angustura Bark, the lb. Duty 0 2 0
Drawback 0 1 4

A species of bark of a yellowish brown colour. It grows in South America, whence it was brought by the Spaniards to Trinidad. In powder, it has a similar appearance to rhubarb, and has a bitter unpleasant taste.—*Ency. Metrop.*

———— Cascarilla Bark. See *Eleutheria Bark*, in *Bark*.

A diminutive of the Spanish word *Cascara*, bark; was originally employed to signify Peruvian Bark, but is now applied to the bark of the *Croton Cascarilla* of Linnæus, which is a very excellent tonic.—*Crabb.*

———— Chinchona Bark. See *Peruvian Bark*, in *Bark*.

———— Clove Bark, the lb. Duty 0 0 10
Drawback 0 0 6

The bark of the *Myrtus Caryophyllata*, so called because it smells like Cloves.—*Crabb.*

BARK

BARK, Cork Tree Bark. See Oak Bark in Bark.

In medicine, the bark, as well as the acorn of the cork tree, are reputed to possess astringent qualities, when burned, reduced to powder, and used externally; and the habitual use of drinking vessels made of cork has been supposed to prove beneficial to hectic persons.—*Beckmann*.

———— Eleutheria, or Cascarilla Bark, the lb.	Duty	0	0	6
	Drawback	0	0	4
———— Guaiacum Bark, the cwt.	Duty	1	8	0
	Drawback	0	18	8

The species are the *Guaiacum officinale*, Officinal Guaiacum, or Lignum Vitæ, native of the West Indies, of which this is the bark.—*Crabb*.

———— Jesuit's Bark. See Peruvian Bark, in Bark.				
———— Oak Bark, the cwt.	Duty	0	0	8
———— Oak Bark, solid Vegetable Extract from Oak Bark, see Extract.				
.... Quercitron Bark, the cwt. [7 Geo. 4. c. 48.]	Duty	0	1	0

The word *tan* is sometimes, though improperly, used for the bark itself, which is the chief ingredient in the tanning of leather. Oak Bark, on account of its great astringency and gummy-resinous properties, is preferred to all other substances for the purpose of tanning, as it not only preserves the leather from rotting, but also, by condensing the pores, renders it impervious to water.—*Ency. Britan*.

Oak bark, according to Ure, is used also medicinally.—*Ed*.

Bark, Quercitron, is a large tree which grows spontaneously in North America. The bark of it yields a considerable quantity of colouring matter, which was first discovered by Dr. Bancroft in the year 1784, in whom the use and application of it in dyeing were exclusively vested for a certain term of years by virtue of an Act of Parliament.—*Ency. Britan*.

From and after January 1, 1828, bark of oak, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 and 8 Geo. 4. c. 56. § 17.

———— Peruvian or Jesuit's Bark, the lb. [7 Geo. 4. c. 48.]	Duty	0	0	1
..... Extract or Preparation of. See Extract.				

Bark, *Cinchonæ Lancifoliæ Cortex*, Pale Quilled Peruvian Bark.

Cinchonæ Cordifoliæ Cortex, Yellow Bark.

Cinchonæ Oblongifoliæ Cortex, Red Bark.

These have been selected from among the numerous species of the genus *Cinchona*, as the most essential distinct varieties for medical use. They are natives of S. America.

The *Cinchona lancifolia* furnishes the pale or common Peruvian bark of the shops. It is imported in chests of about 200lb. each, chiefly in rolled up pieces or quills, of very various dimensions, mixed with larger and flatter pieces; these differences apparently depend upon the part of the tree from which it has been taken. In trade, we find these varieties in sorts: the small and fine quilled portions, being considered as most select, bear the highest price, and are called *crown bark*. The larger quills form a second commercial variety; and the flat, coarse, and broken pieces are the least esteemed. Internally, it is of a deep cinnamon colour. Its smell, when fresh, and in large parcels, is peculiar, and slightly aromatic; it should be free from all odour of other drugs, and from mustiness.—*Brande*.

It has been said, that several trees of the *Cinchona* kind, happening to be felled into a lake when an epidemic fever, that was very fatal, prevailed in Peru, the woodmen accordingly drinking the water, were cured, and thus the virtues of this drug were discovered.—*Johnson*.

BARK

BAS

BARK *continued.*

—— Red Mangrove Bark, the cwt. Duty 0 0 8

Red bark is the produce of the *Chinchona oblongifolia*: it occurs in flat and quilled pieces, covered with a reddish brown epidermis, and internally of a fibrous texture, and a rusty red tint. It tastes more astringent but less bitter than the yellow bark, and has not the peculiar aromatic austerity of pale bark.—*Brande.*

—— Sassafras Bark, the lb. Duty 0 0 8
Drawback 0 0 5

The bark of a species of laurel growing in America, and is used medicinally.—*Ure.*

—— Simarouba Bark, the lb. Duty 0 1 0
Drawback 0 0 8

The bark of the *Quassia Simarouba*, a native of the West Indies. This bark is imported in long and very fibrous flat pieces, stripped off the root. It furnishes an astringent and bitter infusion. It is a drug of very questionable utility.—*Brande.*

—— Winter's Bark, the lb. Duty 0 0 8
Drawback 0 0 5

..... the produce of any British possession, (a)
the lb. Duty 0 0 4
Drawback 0 0 3

Bark, Winteranus, so named from Captain William Winter, who brought the bark of this tree from the Straights of Magellan. There are three species.—*Nicholson.*

—— Bark not otherwise enumerated, being for the use of
dyers or of tanners, and for no other use or
purpose whatever, the £100 value . Duty 20 0 0
..... the produce of any British possession, (a)
the £100 value Duty 10 0 0

—— Bark not particularly enumerated, nor otherwise
charged with duty, whether pulverized or
not, the lb. Duty 0 2 0

Yellow bark is the produce of the *Cinchona cordifolia*, or heart-leaved *Cinchona*. It is found in the shops chiefly in flat pieces, and in large rolls or quills, eight or ten inches long. Its external epidermis is brown and thick; internally its colour is orange-brown. In smell it resembles the pale bark, but its taste is much more decidedly bitter, and scarcely at all astringent.—*Brande.*

BARLEY. See Corn.

BAR WOOD, the ton Duty 0 7 0

Bar Wood is a red wood brought from Africa, and is used in dyeing.—*Ed.*

BASKET RODS, the bundle, not exceeding three feet in
circumference at the band . . Duty 0 3 2

Basket Rods are imported from various parts of Europe.—*Ed.*

BASKETS, the £100 value Duty 20 0 0

Vessels made of twigs, rushes, or splinters, or some other slender bodies interwoven.—*Johnson.*

BAST ROPES, the cwt. Duty 0 10 0

A kind of cordage manufactured from the rind of a tree, but now seldom used.—*Ed.*

BAST or Straw Hats or Bonnets. See Hats.

—— Plating, or other manufacture of Bast or Straw,
for making Hats or Bonnets. See Plating.

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places, unless they be also imported from such places.

BEN

BDELLIUM, the lb.	Duty	0	1	8
	Drawback	0	1	1

An aromatic gum brought from the Levant, used as a medicine, and a perfume.—*Chambers.*

This bdellium is a tree of the bigness of an olive, whereof Arabia hath great plenty, which yieldeth a certain gum, sweet to smell to, but bitter in taste, called also bdellium. The Hebrews take the loadstone for bdellium.—*Raleigh.*

BEADS, Amber Beads, the lb.	Duty	0	12	0
———— Arango, the £100 value	Duty	20	0	0
———— Coral Beads, the lb.	Duty	0	15	10
———— Crystal Beads, the 1000	Duty	1	8	6
———— Jet Beads, the lb.	Duty	0	3	2
———— Beads not otherwise enumerated, the £100 value				
	Duty	30	0	0

Beads. Small globules or balls used in necklaces; and made of different materials, as pearl, steel, garnet, coral, diamond, amber, crystal, pastes, glass, &c. The Romanists make great use of beads in rehearsing their Ave-Marias and Pater-nosters; and the like usage is found among the dervises and other religions throughout the East, as well Mahometan as heathen. The ancient druids appear also to have had their beads, many of which are still found.—*Ency. Britan.*

BEANS, Kidney or French Beans, the bushel	Duty	0	0	10
———— other Beans. See Corn.				

Kidney or French beans are used for culinary purposes, and are well known.—*Fd.*

BEEF WOOD, unmanufactured, imported from New South Wales, the ton	Duty	0	5	0
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The Beef Wood of Australia is similar to the oak of England, but not so durable.—*Fd.*

BEER, Mum, the barrel of 32 gallons	Duty	3	1	1
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Beer is a spirituous liquor, made from any farinaceous grain, but generally from barley. It is, properly speaking, the wine of barley.

Mum, a kind of malt liquor much drunk in Germany, and chiefly brought from Brunswick, which is the place of most note for making it.—*Ency. Britan.*

———— Spruce Beer, the barrel of 32 gallons	Duty	3	6	0
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Spruce Beer is a cheap and wholesome liquor. In North America, and in other countries where the black and white spruce firs abound, they make a decoction of the leaves and small branches of these trees. It is a powerful anti-scorbutic, and may prove very useful in long sea voyages.—*Ency. Britan.*

———— Ale of all other sorts, the barrel of 32 gallons, Duty	2	13	0
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Ale, a fermented liquor obtained from an infusion of malt, and differing from beer chiefly in having a less proportion of hops. This liquor, the natural substitute of wine in such countries as could not produce the grape, was originally made in Egypt, the first planted kingdom, on the dispersion from the East, that was supposed unable to produce grapes.—*Ency. Britan.*

BENJAMIN, or Benzoin, the lb.	Duty	0	2	0
	Drawback	0	1	4

The tree which produces benzoin is a native of the East Indies, particularly of the island Siam and Sumatra. The juice exudes from incisions, in the form of a thick white balsam. If collected as soon as it has grown somewhat solid, it proves internally white like almond, and hence it is called Benzoe Amygdaloides; if suffered to lie long exposed to the sun and air, it changes more and more to a brownish, and at last to a quite reddish-brown colour.—This resin is moderately hard and brittle, and yields an agreeable smell when rubbed or warmed. When chewed, it impresses a slight sweetness on the palate.—*Ure.*

BERRIES,

BLA

BERRIES, Bay, the cwt. Duty 0 11 1

Bay Tree. The female laurel tree, which Linnæus has therefore entitled the *Laurus nobilis*. It is an evergreen, which grows wild in Italy and France. The leaves and berries of this shrub have an aromatic and astringent taste, and a fragrant smell, whence it is called the Sweet Bay, of which there are several sorts cultivated in gardens. It is generally supposed to be the *Laurus* of the ancients.—*Crabb*.

————— Juniper, the cwt. Duty 0 11 1

Berries, Juniper. The fruit or berries of the shrub *Juniperus*, which is common on heaths in different parts of Europe, and is much used in medicine.

These berries, which are first green, and when ripe of a dark purple colour, ripen in the autumn. They are chiefly brought from Holland and Italy, and should be chosen fresh, not much shrivelled, and free from mouldiness.—*Rees*.

Large quantities of juniper berries are used by distillers in the manufacture of British gin.—*Ed*.

————— Yellow, for dyers' use, the cwt. Duty 0 14 0

————— Berries for dyers' use, not otherwise enumerated,
the cwt. Duty 0 12 0

————— Berries, not for dyers' use, not otherwise enumerated,
the £100 value. Duty 30 0 0

Berries, yellow, called also Avignon berry and French berry, is the fruit of a shrub by some authors named *Lycium*; growing plentifully near Avignon, and in other parts of France. The berry is somewhat less than a pea; its colour is green, approaching towards a yellow, and is of an astringent and bitter taste. It is much used by the dyers, who stain a yellow colour with it; and by the painters, who also make a fine golden yellow of it.—*Rees*.

BEZOAR Stones, the oz. Duty 0 2 6

A medicinal stone, formerly in high esteem as an antidote, and brought from the East Indies, where it is said to be found in the dung of an animal of the goat kind, called pazan; the stone being formed in its belly, and growing to the size of an acorn, and sometimes to that of a pigeon's egg. The peculiar manner of its formation is now supposed to be fabulous. The name of this stone is also applied to several chemical compositions, designed for antidotes: as mineral, solar, and jovial bezoars.—*Savary and Chambers*.

BIRDS, Singing Birds, the dozen. Duty 0 8 0

The Editor of the *Encyclopædia Britannica* gives a description of nearly four hundred different kinds of British birds. How many of these can sing, and how many foreign birds there are of the like kind, it is somewhat difficult to determine.—*Ed*.

BITUMEN, Judaicum, the lb. Duty 0 0 10
Drawback 0 0 6

Bitumen. A fat unctuous matter dug out of the earth, or scummed off lakes, as the *Asphaltis* in Judea, of various kinds; some so hard as to be used for coals; others so glutinous as to serve for mortar.—*Savary*.

BLACKING, the cwt. Duty 3 12 0

Blackening. None of the parliamentary papers make any mention whatever of the importation of this article; and as British blackening, from the manufactories of Day and Martin, Warren, Turner and Co. and Hunt, are in such *high repute*, it is presumed that we stand in no need of a supply from abroad.—*Ed*.

BLADDERS, the dozen Duty 0 0 6

The bladder is a large vessel which serves as a receptacle of the urine of animals, after its secretion from the blood in the kidneys. This is sometimes also called, by way of distinction, the urinary bladder, *vesica urinaria*.—*Ency. Britan.*

BLUBBER.

BOO

BLUBBER. See Train Oil, in Oil.

BOLE ARMENIAC, or Armenian Bole, the cwt. . . Duty 0 8 0
 Drawback 0 5 4

Bole Armenick is an astringent earth, which takes its name from Armenia, the country whence we have it.—*Rees.*

BONES of cattle and other animals, and of fish, except
 whale fins, the £100 value Duty 1 0 0

Bones are of extensive use in the arts. In their natural state, or dyed of various colours, they are made into handles of knives and forks, and numerous articles of turnery. Volatile alkali is prepared from bones, the coal of which forms bone-black; or, if they be afterwards calcined to whiteness in the open air, they constitute the bone ashes of which cupels are made, and which, finely levigated, are used for cleaning articles of paste, and some other trinkets, by the name of burnt hartshorn. The shavings of hartshorn, which is a species of bone, afford an elegant jelly; and the shavings of other bones, of which those of the calf are the best, are often employed in their stead.—*Ure.*

A mercantile house in Hull, in the course of last year, imported bones, for the purpose of manure, to the amount of 40,000*l.* value! This assertion will appear strange to any person unacquainted with the immense quantities brought from Holland and other places; but it is asserted to be not more strange than true.—*Ed.*

BONNETS. See Hats.

BOOKS, being of editions printed prior to the year 1801,
 bound or unbound, the cwt. Duty 1 0 0
 ——— being of editions printed in or since the year 1801,
 bound or unbound, the cwt. Duty 5 0 0

Book is the general name of almost every literary composition; but, in a more limited sense, is applied only to such compositions as are large enough to make a volume. As to the origin of books or writing, those of Moses are undoubtedly the most ancient that are extant: but Moses himself cites many books which it behoved to be written before his time.—*Ency. Britan.*

Books not to be Imported. The author of any book composed and not printed and published, or which shall hereafter be composed, and be printed and published, and his assigns, shall have the sole liberty of printing and reprinting such book for the full term of 28 years, to commence from the day of first publishing the same, and also, if the author be living at the end of that period, for the residue of his natural life; and if any person whatsoever, in Great Britain and Ireland, in the isles of Man, Jersey, or Guernsey, or in any other part of the British dominions, shall, within the terms and times granted by this act, print, reprint, or import, any such book, without the consent of the author, or other proprietor of the copyright, first had in writing; or knowing the same to be so printed, reprinted, or imported without such consent, shall sell, publish, or expose to sale, or shall have in his possession for sale, any such book, without such consent first had, then such offender shall be liable to a special action on the case, at the suit of the author, or other proprietor of the copyright of such book: and every such author, or other proprietor, may recover such damages as the jury shall give or assess, together with double costs of suit; and every such offender shall also forfeit such book, and every sheet being part of such book; and shall deliver the same to the author, or other proprietor, upon order of any court of record; and the author or other proprietor shall forth-
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with damask or make waste paper of the book and sheets; and every such offender shall also forfeit 3*d.* for every sheet thereof, either printed or printing, or published or exposed to sale, contrary to this act. 54 Geo. 3. c. 156. § 4.

Extension of Copyright. If the author of any book which shall not have been published 14 years on the 29th July, 1814, shall be living at the said time, and if such author shall afterwards die before the expiration of the 14 years, then the personal representative of the author, and the assigns of such personal representative, shall have the sole right of printing and publishing the book for the further term of 14 years after the expiration of the first 14 years: provided that nothing in this act shall affect the right of the assigns of such author to sell any copies of the book which shall have been printed by such assigns within the first 14 years, or the terms of any contract between such author and such assigns. § 8.

Further Extension. If the author of any book which has been already published be living at the end of 28 years after the first publication of the book, he shall for the remainder of his life have the sole right of printing and publishing the same: provided that this shall not affect the right of the assigns of such author to sell any copies of the book which shall have been printed by such assigns within the 28 years, or the terms of any contract between such author and such assigns. § 9.

Limitation of Actions. All actions, bills, indictments, or informations for any offence that shall be committed against this act, shall be brought within 12 months next after such offence committed, or else the same shall be void. § 10.

Books first composed or written or printed in the United Kingdom, and printed or reprinted in any other country, imported *for sale*, except books not reprinted in the United Kingdom, within twenty years; or being parts of collections, the greater parts of which had been composed or written abroad, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

BORACIC ACID, the lb..... Duty 0 0 4

This acid has been found native on the edges of hot springs, near Sapo in the territory of Florence; also attached to specimens from the Lipari Islands, and from Monte Rotondo, to the west of Sienna. It is in small pearly scales, and also massive, fusing at the flame of a candle into a glassy globule.—*Ure.*

BORAX, or Tincal, *viz.*

—— Refined, the lb..... Duty 0 0 6

—— Unrefined, the lb..... Duty 0 0 3

The moderns distinguish two kinds of borax; natural, which is crude; and artificial, which is purified and refined. Crude, or natural borax, borace non rifatto, is a mineral salt, dug out of the earth in several parts of Persia; and found also at the bottom of a torrent, running in the mountains of Purbeth, near the frontiers of White Tartary: when taken up, it is exposed to the air, where it acquires a reddish fatness, which serves to feed it, and prevent its calcining. When in its perfection, it is sent to Amadavat, in the territories of the Great Mogul, where the European merchants buy it.—*Rees.*

BOTARGO, the lb..... Duty 0 1 0

Botargo, or, as it is called in Provence, *Bouargues*, a sausage made on the shores of the Mediterranean and of the Black Sea, from the roe of the mullet dried

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dried and salted. The best are brought from Tunis and Alexandria. It is eaten with olive oil and lemon juice.—*Ency. Metrop.*

BOTTLES of Earth or Stone, empty, the dozen ..	Duty	0	3	2
.... and further, full or empty, for every cwt.....	Duty	0	5	0
———— of Glass covered with Wicker, the dozen quarts content	Duty	1	2	0
.... and further, the cwt.	Duty	4	0	0
———— of Green or Common Glass, not of less content than one pint, and not being phials, viz.				
.... full, the dozen quarts content	Duty	0	4	0
.... empty, the dozen quarts content ..	Duty	0	2	0
———— of Glass, not otherwise enumerated, the £100 value	Duty	25	0	0
.... and further, the cwt.....	Duty	4	0	0
<i>Note.</i> —Flasks in which wine or oil is imported, are not subject to duty.				

Bottles are chiefly made of thick coarse glass : though there are likewise bottles of boiled leather made and sold by the case-makers. Fine glass bottles covered with straw or wicker, are called flasks or bettees. The quality of the glass has been sometimes found to affect the liquor in the bottle.

Dr. Percival cautions against the practice of cleaning of wine bottles with leaden shot. It frequently happens (he thinks), through inattention, that some of the little pellets are left behind ; and when wine or beer is again poured into the bottles, this mineral poison will slowly dissolve, and impregnate those vinous liquors with its deleterious qualities. The sweetness which is sometimes perceived in red port wine may arise from this cause, when such an adulteration is neither designed nor suspected.—Potash is recommended for cleansing bottles : a small quantity in the water will clean two gross.—*Ency. Britan.*

Stone bottles are much used for soda-water, blacking, and a variety of other purposes.—*Ed.*

BOXES of all sorts, the £100 value Duty 20 0 0

Any case of wood, iron, or leather, which is named according to the use of which it is applied.—*Crabb.*

Pill-boxes were formerly imported to a great extent from Holland ; but the trade having been much interrupted during the late war, considerable manufactories of them in this country, though of different materials, have since sprung up.—*Ed.*

BOX-WOOD, the ton [7 Geo. 4. c. 48.] Duty 5 0 0

———— the produce of and imported from any British possession, the ton [7 Geo. 4. c. 48.] Duty 1 0 0

Box-wood is yellow and heavy. It is chiefly imported from the Levant. Musical and mathematical instruments are made of it, as well as several other articles.—*Ed.*

BRASS, manufactures of, not otherwise enumerated, the

£100 value Duty 30 0 0

———— Powder of, for japanning, the lb. Duty 0 2 6

———— Wire. See Wire.

Brass is a compound metal, consisting of copper and zinc. It is usually made by cementation ; a process wherein metallic copper is heated in contact with an ore of zinc (calamine) ; the zinc, on being reduced to the metallic state, enters into combination with the copper, and this alloy is termed brass.—*Ency. Metrop.*

It has long been a desideratum in this country to procure pure zinc, in order to enable

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enable us to make brass equal in goodness to that manufactured in Germany. A native of Saxony has procured a patent, in connexion with a London house, for extracting zinc from ores, and they have taken works in Wales for the purpose. If they succeed, the English brass will be equal to any in the world,—*Ed.*

BRAZIL-WOOD, not otherwise enumerated, the ton

Duty 5 0 0

The Brazil-wood derives its name from the country in which it grows. It is found in the greatest abundance, and is of the best quality, in the province of Pernambuco; but it is also found in many other parts of the western hemisphere, and in the East Indies. It generally grows in uncultivated lands and craggy rocks. The tree is large, crooked, and knotty; the leaves are of a beautiful red, and exhale an agreeable colour. Notwithstanding its apparent bulk, the bark is so thick, that a tree as large as a man's body with the bark, will not be so thick as the leg, when peeled. The wood is cut into large pieces, without the rind, and is a considerable article of commerce amongst the Portuguese. When cut into chips, it loses the pale colour which it before had, and becomes red, and, when chewed, has a sweet taste. It is used for various purposes by cabinet-makers, and admits of a beautiful varnish; but its principal use is in dyeing red, and though the colour is liable to decay, yet, by mixing with it alum and tartar, it is easily made permanent; they also make of it, by means of acids, a sort of liquid lac, or carmine, for painting in miniature.—*Ency. Metrop.*

BRAZILETTO, or Jamaica wood, the ton. Duty 0 16 8

Braziletto, or Jamaica wood, is brought from Japan, Santa Martha, and Pernambuco. It is an inferior sort of Brazil wood.—*Ed.*

BRICKS, or Clinkers, the 1,000 Duty 1 2 6

Bricks are various, according to the various forms, dimensions, uses, method of making, &c. The principal are, compass-bricks, of a circular form, used in styning of walls: concave or hollow bricks, on one side flat like a common brick, on the other hollowed, and used for the conveyance of water; feather-edged bricks, which are like common statute-bricks, only thinner on one edge than on the other, and used for penning up the brick pannels in timber buildings: cogging bricks are used for making the indented works under the caping of walls built with great bricks: caping bricks, formed on purpose for caping of walls: Dutch or Flemish bricks, used to pave yards, stables, and for soap-boilers' vaults and cisterns: *Clinkers*, such bricks as are glazed by the heat of the fire in making: sandel or samel-bricks, are such as lie outmost in a kiln or clamp, and consequently are soft and useless, as not being thoroughly burnt: great bricks are those twelve inches long, six broad, and three thick, used to build fence-walls: plaster or buttress bricks, have a notch at one end, half the breadth of the brick; their use is to bind the work which is built of great brick.—*Rees.*

BRIMSTONE, Rough, the cwt. Duty 0 0 6

———— Refined, the cwt. Duty 0 6 0

———— in Flour, the cwt. Duty 0 9 9

Brimstone. The vulgar name for sulphur.—*Crabb.*

Sulphur is abundant among volcanic products, and in union with various metals forms some of the most abundant and important metallic ores; such are the sulphurets of copper, of lead, of mercury, &c. *Native Sulphur* is imported into England from Sicily and Naples, and largely consumed by the manufacturers of sulphuric acid and of gunpowder, and by the bleachers of cotton goods. *Roll Sulphur* is chiefly obtained by roasting sulphuret of copper; it is collected in a chamber of brick-work, through which the fumes of the heated ore are made to pass, and afterwards purified by fusion and cast into sticks. *Sublimed Sulphur*, or *Flowers of Sulphur*, is obtained by heating sulphur, and is condensed in receptacles, in the form of a fine powder; the residue is called *Sulphur Vivum* in old Pharmacopœiæ. Sublimed sulphur, or very finely powdered native sulphur, is used medicinally.—*Brande.*

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The principal uses to which sulphur is applied are in the manufacture of gunpowder; and the formation of sulphuric acid, commonly called *Oil of Vitriol*, from its having been obtained formerly by the process of distilling vitriol or sulphate of iron in an iron retort, but which is in this country now disused on account of the extra expense that would be incurred when compared with the method at present adopted. Sulphuric acid, as prepared in Great Britain, is obtained by the combustion of sulphur. Sulphur was formerly much used in the bleaching-grounds, but since the introduction of the chloride of lime, it is now generally laid aside. It is also used in medicine.—*Joyce*.

AN ACCOUNT of the Duties received, and Drawbacks paid, on Rough Brimstone in England, Scotland, and Ireland, for Three Years, ending 5th January, 1825.

Years ending 5th January..		1823.			1824.			1825.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Gross Amount of Duty received on Brimstone.	{ ENGLAND	85,636	16	3	84,582	7	10	87,806	3	9
	{ SCOTLAND	16,215	6	3½	18,262	15	9	24,275	9	0
	{ IRELAND	13,818	2	10	14,792	4	10	14,250	14	4
	Total ..	115,670	5	4½	117,637	8	5	126,332	7	1
Amount of Drawbacks allowed thereon.	{ ENGLAND	51,471	8	7	64,525	14	7	67,318	18	1
	{ SCOTLAND	13,338	12	7½	17,205	4	0	20,656	11	5
	{ IRELAND	11,794	7	7	13,216	10	5	13,858	7	2
	Total ..	76,604	8	9½	94,947	9	0	101,833	16	8
Repayments on account of over Entries and Damages.	{ ENGLAND	427	7	2	392	3	3	366	0	0
	{ SCOTLAND	7	13	2	20	16	3	48	19	3
	{ IRELAND	20	8	6	9	15	9	20	18	1
	Total ..	455	8	10	422	15	3	435	17	4
Net Produce of the Duty on Brimstone.	{ ENGLAND	33,738	0	6	19,664	10	0	20,121	5	8
	{ SCOTLAND	2,869	0	6	1,036	15	6	3,569	18	4
	{ IRELAND	2,003	6	9	1,565	18	8	371	9	1
	Total ..	38,610	7	9	22,267	4	2	24,062	13	1

From and after January 1, 1823, Brimstone, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 and 8 Geo. 4. c. 56. § 17.

BRISTLES, viz. Rough and in the Tufts, and not in any way sorted, the lb. Duty 0 0 2½

————— in any way sorted, or arranged in Colours, and not entirely rough, and in the Tufts, the lb. Duty 0 0 3½

If any Part of the Bristles in a Package be such as be subject to the higher Duty, the whole Contents of the Package shall be subject to the higher Duty.

7 and 8 Geo. 4. c. 56.

Bristles, a rigid glossy kind of hair, found on swine, and much used by brush-makers, shoemakers, sadlers, and others. They are chiefly imported from Russia and Poland.—*Nicholson*.

BROCADE, of Gold or Silver, from the 5th July, 1826,
the £100 value Duty 30 0 0
————— of Silk. See Silk Manufactures.

Brocade. A silken stuff, variegated with colours of gold or silver.—*Johnson*.
BRONZE,

BUL

BRONZE, all works of art made of Bronze, the cwt. . . Duty 1 0 0
 ————— Powder, the £100 value. Duty 25 0 0

Bronze, a compound metal, two-thirds of which consists of copper, and one-third of brass.—*Crabb.*

Bronze is employed for various purposes, as for making bells, cannons, and statues; and the proportions of the component metals are varied to suit the several purposes to which it is applied.—*Rees.*

BUCK WHEAT, the quarter. Duty 0 14 0

Buckwheat. The flowers grow in a spike, or branched from the wings of the leaves; the cup of the flower is divided into five parts, and resembles the petals of a flower; the seeds are black, and three-cornered. The species are, 1. Common upright buckwheat. 2. Common creeping buckwheat, which grows wild, and is seldom cultivated.—*Miller.*

AN ACCOUNT of the Quantity of Foreign Buck Wheat imported into the United Kingdom in each Year from 1817 to 1824, both inclusive.

Year 1817	6,005 $\frac{1}{2}$	Bushels
1818	155,991	
1819	21,591 $\frac{1}{4}$	
1820	34,770 $\frac{1}{2}$	
1821	112,684 $\frac{1}{2}$	
1822	61,117 $\frac{1}{2}$	
1823	67,239 $\frac{1}{4}$	
1824	195,400 $\frac{3}{4}$	

Total 654,800 $\frac{1}{4}$

BUGLES, of all sorts, the lb. Duty 0 4 0

Bugles. A kind of glass bead, imported principally from the shores of the Mediterranean, and supplied by us to the Asiatic and African markets.—*Ed.*

BULLION, and Foreign Coin, of Gold or Silver, and Ore
 of Gold or Silver, or of which the major part
 in value is Gold or Silver. Duty *Free.*

Bullion may be landed in the United Kingdom without report, entry, or warrant. 6 Geo. 4. c. 107. § 2.

Bullion, uncoined gold or silver in the mass.

Those metals are called so, either when smelted from the native ore, and not perfectly refined; or when they are perfectly refined, but melted down in bars or ingots, or in any unwrought body, of any degree of fineness.—*Ency. Britan.*

Bullion—Gold. The great value which has always been attached to this metal, has occasioned its discovery in many parts of the world, particularly in the Brazils, Mexico, and Peru; also in the sands of many rivers in Africa, Sumatra, Japan, Transilvania, Hungary, Italy, in the county of Wicklow in Ireland, and more or less in almost every country. It occurs in rivers, or dispersed through the substance of primitive mountains, particularly in argillaceous schistus, and clay porphyry, accompanied with felt-spar, calcareous and heavy spar, quartz, galena, pyrites, &c.—The specific gravity of gold ores varies from 12 to 19. Colours, gold yellow, brass yellow, greyish yellow, and pale brass yellow.

The purposes to which gold is applied are too well known to need any description; its malleability and ductility are so great that it may be extended into leaves not more than the three hundred thousandth part of an inch in thickness.—*Joyce.*

Bullion

CAB

Bullion—Silver. The ores of silver are rather numerous and are found in almost every country, but particularly in Mexico, Peru, Saxony, Bohemia, the Hartz, and Guadalcanal in Spain; also in France, Norway, and Siberia: it has also been found in Cornwall and Devonshire, silver not being easily tarnished by exposure to air, and possessing a considerable degree of metallic splendour, is used in the manufacture of trinkets, as well as the making of coin; for the latter purpose it is alloyed with a small quantity of copper to increase its hardness, and consequent durability. It is extremely tough and malleable, although not in so great a degree as gold; it does not furnish the artist with any good colour; but its solution in nitric acid is used to impress indelible characters on linen, cotton, &c.—*Joyce.*

As to the production of mines, see **SOUTH AMERICA**, in **PART 9.**

AN ACCOUNT of the Quantity of **GOLD** received into His Majesty's Mint, and of Gold Moneys coined, in each Year, from 1st January 1823 to 1st January 1825.

YEAR.	G O L D Imported into the Mint.						GOLD MONEYS Coined.			
	Weight.				Value.			Value.		
	lb.	oz.	dts.	grs.	£.	s.	d.	£.	s.	d.
1823	13,209	1	13	17	617,197	1	9	759,748	10	0
1824	100,385	7	1	23	4,690,516	15	2	4,065,075	0	0
	113,594	8	15	16	5,307,713	16	11	4,824,823	10	0

BULL RUSHES, the load of 63 bundles Duty 0 12 0

Bull Rushes are chiefly imported from Russia and the Netherlands; and are used in manufacturing baskets, seats of chairs, and some other articles.—*Ed.*

BURRACHAS. See Caoutchouc.

BURRS, for mill-stones. See Stones.

BUTTER, the cwt. Duty 1 0 0

Butter is so general an article of food that it must be quite superfluous to define the nature of it here. The trade however in it is very considerable, and it has been calculated that 50,000 tons annually are consumed in London. Foreign butter is chiefly brought from Holland, where it is a staple commodity.—*Ed.*

In the *Encyclopædia Metropolitana*, Part XI. there is a very able and interesting account of butter.

BUTTONS, from the 5th of July 1826, the £100 value

Duty 20 0 0

Buttons, prohibited to be imported into the United Kingdom, *to be used therein*, until the 5th of July 1826, on pain of forfeiture; but may be warehoused for exportation. 6 Geo. 4. c. 107. § 52.

Buttons, articles in dress whose form and use are too well known to need description. They are made of various materials, as mohair, silk, horse-hair, metal, &c.—*Ency. Britan.*

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CABLES, tarred or untarred, whether in use or otherwise,

the cwt. Duty 0 10 9
A cable

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A cable is a long thick rope formed of three principal strands of hemp, and is employed for confining a vessel to its place by means of an anchor or other fixed body. Those long and heavy chains which have been recently employed for the same purpose are also called cables.—*Ency. Metrop.*

CALAMINARIS LAPIS. See Lapis.

CALAMUS AROMATICUS, the lb. Duty 0 0 10
Drawback 0 0 6

Calamus Aromaticus, another name for the acorus, under which term it is described.—*Ed.*

CALVES' VELVES, the cwt Duty 0 11 6

Calves' Velves are the gastric juice and contents of the stomach of calves, used for making rennet.—*Ed.*

CAMBOGIUM. See Gamboge.

CAMBRICS. See Linen.

CAMOMILE FLOWERS, the lb. Duty 0 0 6
Drawback 0 0 4

Camomile or Chamomile flowers have long been celebrated as an aromatic bitter : they derive their aroma from essential oil.—*Ure.*

CAMPHOR, refined, the lb. Duty 0 0 10
unrefined, the lb [7 Geo. 4. c. 48.] . . . Duty 0 0 1

Drawback. The drawback shall be allowed upon the exportation of any camphor which shall be refined in the United Kingdom from a larger quantity imported unrefined, provided oath be made by the refiner or refiners thereof, before the collector or controller, that the refined camphor was produced solely from camphor which had been imported into the United Kingdom unrefined, and for which the duties of customs had been paid. 6 Geo. 4. c. 111. § 8.

Camphor is a principal of vegetables, which in many of its properties resembles the volatile oils. It is procured from a particular plant, the *laurus camphora*, a native of the east of Asia.—*Nicholson.*

CAMWOOD, the ton. Duty 0 15 0

Cam Wood takes its name from Campeachy, where it is produced, as also in Africa and the Brazils. It is used chiefly in turnery, and occasionally in dyeing.—*Ed.*

CANCORUM OCULI, the lb. Duty 0 1 3
Drawback 0 0 10

Cancorum Oculi, Crab's Eyes, or Lapides Cancorum, in Natural History and Medicine, are little, white, round stones, ordinarily flat; so called, though really taken out of the cray-fish, or river lobster : and bearing no great resemblance to eyes, though resembling them more than any other part. They are much used in medicine, as a powerful alkali, or absorbent.—*Rees.*

CANDLES, Spermaceti, the lb. Duty 0 2 6
Tallow, the cwt. Duty 3 3 4
Wax, the lb. Duty 0 2 6

Candles. Tapers of tallow, wax, or spermaceti; the wick of which is commonly of several threads of cotton, spun and twisted together. A tallow-candle, to be good, must be half sheep's and half bullock's tallow; for hog's tallow makes the candle gutter, and always gives an offensive smell, with a thick black smoke. There are two sorts of tallow-candles; the one dipped, the other moulded : the former are the common candles; the others are the invention of the *Sieur le Brege* at Paris.—*Ency. Britan.*

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CANDLEWICK, the cwt. Duty 4 8 8

Candlewick. The substance round which is applied the wax or tallow of a torch or candle.—*Johnson*.

CANELLA ALBA, the lb. Duty 0 0 8
Drawback 0 0 5

The bark of the Canella Alba. This bark is imported from the West Indies, generally in long quilled pieces of a pale buff colour, an agreeable aromatic odour, and a warm pungent and somewhat bitter taste. The Materia Medica is already thronged with aromatics, and canella bark has nothing to recommend its preference.—*Brande*.

CANES, Bamboo, the 1000. Duty 1 14 0
—— Rattans, not ground, the 1000. Duty 1 0 0
—— Reed Canes, the 1000 Duty 1 6 6
—— Walking Canes or Sticks, mounted, painted, or otherwise ornamented, the £100 value .. Duty 30 0 0
—— Whangees, Jumbo, Ground Rattans, Dragon's Blood, and other Walking Canes or Sticks, the 1000. Duty 4 0 0

Canes, the same with reeds called among botanists *Arundo*. Canes make a considerable article in commerce.

Walking canes are said by Bradley to be joints of the roots of a sort of reed, called *cauna Indica*.

Rattan canes are a smaller sort brought from China and Japan, very tough; which, being split, are used for making of cane chairs. They are the produce of a reed called rottang Malabarica minor, or lesser rattan. Being twisted together they make cordage of them. The Chinese and Japanese vessels are said to have their cables made of them, which are less liable to rot in the water than hemp.—*Chambers*.

CANTHARIDES, the lb. Duty 0 3 6
Drawback 0 2 4

We are chiefly supplied with cantharides from Astracan and Sicily, whence they are imported in casks and chests. They should be dry and free from mould and dust, of a strong nauseous odour, brilliant colour, and not mixed with other beetles, which is frequently the case to a great extent. They may be kept for any length of time in a dry place, and secured from air; but they are very liable, notwithstanding their acrimony, to the attacks of small insects, which gradually reduce them to dust, without, however, materially affecting their activity.—*Brande*.

CAOUTCHOUC, or Elastic Gum, the lb. Duty 0 0 5

Caoutchouc is a juice exuding from a tree common in South America; it is a substance of the consistence and colour of cream, which, in concreting, may be made to assume any form; and generally comes here in the shape of small bottles, which take their form from the mould of baked clay, over which layers of the substance are laid, and successively coagulated. A solution of caoutchouc renders cloth, linen, &c. impervious to any kind of moisture, and will make even a cotton sack water-tight—a fact that was proved in the instance of a calico bag into which a quart of water was introduced, and the opening closed up, when not a drop of the fluid escaped, though the bag was strongly pressed through the hands of all present. Many folds of calico or linen, when combined by this substance, produce a strong, hard, but flexible material, of which straps, connecting bands for machinery, &c. are formed. It has been found that the caoutchouc, in its pure state, may be coloured or scented; it may also be cast into any form; and it has been suggested that it might be rendered exceedingly serviceable if used as seals to important records.—*Ed*.

CAPE OF GOOD HOPE. All goods, the produce or manufacture of

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of the cape of Good Hope, or the territories or dependencies thereof, are subject to the same duties as are imposed herein on the like goods the produce or manufacture of the British possessions within the limits of the East India Company's charter, except when any other duty is expressly imposed thereon.

For the purposes of this act, the Cape of Good Hope and the territories and dependencies thereof, shall be deemed to be within the limits of the East India Company's charter. 6 Geo. 4. c. 111. § 12.

CAPERS, including the pickle, the lb. [7 Geo. 4. c. 48.] Duty 0 0 6

Capers. This plant grows in the South of France, in Spain, and in Italy, upon old walls and buildings; and the buds of the flowers, before they are open, are pickled for eating.—*Miller*.

All the capers sold throughout Europe are brought from about Toulon in France; except some small salt capers from Majorca, and a few flat ones from about Lyons.—*Chambers*.

CAPITA PAPAVERUM, the 1000.....Duty 0 3 6
Drawback 0 2 4

Capita Papaverum. Poppy. There are nine species, including a great number of varieties. Of the juice of the white poppy, which is the largest, is prepared the *opium* sold in the shops; and of the juice of the leaves *meconium*.—*Rees*.

CAPSICUM. See Pepper.

CARDAMOMS, the lb.....Duty 0 2 0
Drawback 0 1 4

————— Extract or Preparation of. See Extract.

Cardamoms. Cardamom Seeds. These seeds, contained in their capsules or pods, are imported from Bengal in cases of about 1 cwt. each; those which are small, broad, and heavy, are preferable to the longer kinds, which contain fewer seeds, and less closely packed.—*Brande*.

CARDS, *viz.* Playing Cards, the dozen packs..... Duty 4 0 0

Cards. Playing Cards. The origin of playing cards, and the order of their transmission from one country to another, is a matter of profound controversy among antiquaries. The French writers have long been used to claim the invention to themselves. Before the reign of Elizabeth, foreign cards, especially those from Spain, were in high repute in England.—*Ency. Metrop.*

CARIOPHILLORUM, Cortex. See Clove Bark, in Bark.

————— Oleum. See Oil of Cloves.

CARMINE, the oz.....Duty 0 4 0

Carmine. A bright red or crimson colour, bordering on purple, used by painters in miniature. It is the most valuable product of the cochineal mastic, and of an excessive price.—*Chambers*.

CARRABE. See Succinum.

CARRIAGES of all sorts, the £100 value.....Duty 30 0 0

Carriages. Vehicles serving to convey persons, goods, merchandize, and other things, from one place to another.—*Ency. Britan.*

It would seem that coaches were unknown in England in the time of Luther, who died in 1546; and, according to Stow, the first coach used here was built in 1565, by Walter Ripon, for the Earl of Rutland. For some time after the introduction of carriages, the weight of them, the clumsiness of their construction (being without springs), and the state of the roads, prevented their being commonly employed in journeys; and there are sufficient instances upon record to show, that to a late period of the seventeenth century, the highways, even in the immediate neighbourhood of London, were in a neglected and frequently almost impassable state for vehicles of any description.—*Diary of Henry Teonge*.

CHA

CATLINGS, Harpstrings, or Lutestrings, the gross of 12 dozen knots.....Duty 0 6 4

Catlings, strings for musical instruments, made of the intestines of animals, dried and twisted. Great quantities are brought from Italy and France.—*Ed.*

CATTLE, great; except 600 head yearly from and of the breed of the Isle of Man, into the port of Chester, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

By 7 and 8 Geo. 4. c. 56. § 3., so much of the foregoing act as prohibits the importation of Cattle from the Isle of Man, is *repealed*.

CAVIARE, the cwt. Duty 0 12 0

Caviar, or Caviare. The roe of two kinds of Sturgeon found in the Danube, Yaik, and particularly the Volga; and in the sea near their mouths. That of the latter is the more esteemed. It is a very considerable article of commerce at Astrakhan, and is consumed in large quantities in Russia and the Levant, where it is commonly eaten spread upon bread, or bread and butter, without any preparation whatever.—*Ency. Metrop.*

CEDAR WOOD, the ton Duty 3 16 0

the produce of, and imported from any British possession (except the Cape of Good Hope), the ton.....Duty 1 0 0

not being the produce of, and imported from any British possession, the ton, Duty 2 10 0

[7 Geo. 4. c. 48.]

the produce of the Cape of Good Hope, and imported direct from thence, the ton

Duty 0 10 0

There are two species, both stately trees, producing the wood called *cedar*, used for furniture; it is not the cedar of which lead pencils are made (which is the wood of the *Juniperinus Virginiana*); the *C. odorata* abounds in the West Indies, particularly in the island of Cuba, whence large quantities are imported into England. *C. Toona* is a native of the East Indies; this, or a species allied to it, is abundant in New South Wales.—*Ency. Metrop.*

Of the Cedar tree there are several species that produce valuable wood. There are also several other kinds of timber that are often called cedar. Thus, a species of cypress is called white cedar in America; and the cedar used by the Japanese for building bridges, ships, houses, &c. is also a kind of cypress, which Thunburg describes as a beautiful wood, which lasts without decay. The *Juniperus oxycedrus* is a native of Spain, the South of France, and the Levant; it is usually called the brown-berried cedar. The Bermudian cedar, a native of Bermuda and the Bahama Islands, is another species that produces valuable timber for many purposes, such as internal joiner's work, furniture, and the like. The red cedar, so well known for its being used in making black lead pencils, is produced by the Virginian cedar, a native of North America, the West India Islands, and Japan. The tree seldom exceeds 45 feet in height.—*Tredgold*.

CHALK, prepared or otherwise manufactured, and not

otherwise enumerated, the £100 value Duty 40 0 0

unmanufactured, and not otherwise enumerated,

the £100 value Duty 20 0 0

Chalk is a white fassile, usually reckoned a stone, but by some ranked among the boles. It is used in medicine as an absorbent, and is celebrated for curing the hearthburn.—*Chambers*.

Chalk is of two sorts: the hard, dry, strong chalk, which is best for lime; and a soft, unctuous chalk, which is best for lands, because it easily dissolves with rain and frost.—*Ed.*

As to Chalk for Drawing. See Crayons.

CHARTS. See Maps.

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CHEESE, the cwt. Duty 0 10 6

Cheese, a well known article. The most celebrated foreign cheeses are the Parmesan from Italy, the Gruyere from Switzerland, the Rochefort (of ewes milk) and Neufchatel from France. In Lapland, the milk of rein-deers forms a cheese.—*Ency. Metrop.*

Large quantities of cheese are imported from Holland; but the Dutch cheese is very inferior to the generality of English cheese, particularly to that of Gloucestershire and Cheshire.—*Ed.*

CHERRIES, the cwt. Duty 0 18 8
 ———— dried; the lb. Duty 0 0 8

Cherries. This fruit was brought out of Pontus at the time of the Mithridatic victory, by Lucullus, in the year of Rome 680; and was brought into Britain about 120 years afterwards, which was A. D. 55; and was soon after spread through most parts of Europe.—*Miller.*

Considerable quantities of Cherries are brought from France.—*Ed.*

CHILLIES. See Pepper.

China, goods from; unless by the East India Company, and into the port of London, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

CHINA ROOT, the lb. Duty 0 1 3
 Drawback 0 0 10

China-root, in the *Materia Medica*, the root of a species of Smilax, brought both from the East and West Indies; and thence distinguished into oriental and occidental. Both sorts are longish, full of joints, of a pale reddish colour, with no smell, and very little taste. The oriental, which is the most esteemed, is considerably harder, and paler-coloured than the other. Such should be chosen as is fresh, close, heavy, and upon being chewed, appears full of a fat, unctuous juice.—*Ency. Britan.*

CHINA, or Porcelain Ware, *viz.*

——— plain, the £100 value Duty 15 0 0
 ——— painted, gilt, or ornamented, the £100 value Duty 30 0 0

Porcelain is a great branch of Chinese manufacture, and employs a vast number of workmen. The finest is made in a village called King-te-Ching in the province of Kiang-si. Manufactories have also been erected in the province of Fo-kien and Canton, but their produce is not esteemed; and one which the emperor caused to be erected at Peking, in order to be under his own inspection, miscarried entirely. The Chinese divide their porcelain into several classes, according to its different degrees of fineness and beauty. The whole of the first is reserved for the use of the emperor, so that none of it ever comes into the hands of other persons, unless it happen to be cracked, or otherwise damaged in such a manner as to be unworthy of being presented to the sovereign. Among that sent to the emperor, however, there is some porcelain of an inferior quality, which he disposes of in presents. There is some doubt, therefore, whether any of the finest Chinese porcelain was ever seen in Europe. Some value, however, is now put upon the European porcelain by the Chinese themselves.—*Ency. Britan.*

By 6 Geo. 4. c. 107. § 52. China Ware or Porcelain Ware; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast, were prohibited to be imported, on pain of forfeiture; but this regulation is now *repealed*, so far as concerns articles *not* the produce of places within the East India Company's charter. See page 18.

CHIP, manufactures of, to make Hats or Bonnets. See Platting.

CHOCOLATE and **COCOA PASTE**, *viz.*

——— the produce of, and imported from any
 British possession, the lb. Duty 0 1 9
 ——— the produce of any other place, or if
 otherwise imported, the lb. Duty 0 4 4

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The Cacao or Chocolate Nut, a production equally delicate, wholesome, and nutritive, is a native of South America, where, besides affording to the natives an article of nourishment, it served the purpose of money, and was used by them as a medium in barter. The fifth year the tree begins to bear, and the eighth attains its full perfection. The cacao tree, both in size and shape, somewhat resembles a young blackheart cherry. The flower is of a saffron colour, extremely beautiful, and the pods, which in a green state are much like a cucumber, proceed immediately from all parts of the body and larger branches. As they ripen they change their colour, and turn to a fine bluish red, almost purple, with pink coloured veins. This is the common sort; but there is a larger species, which produces pods of a delicate yellow or lemon colour.—*Edwards.*

Chocolate. The Spaniards learnt from the Indians the method of decocting the fruit of the cacao, and have since diffused this knowledge amongst other nations. Herera, the historian, compares the leaves with those of the chesnut-tree; the plant is so delicate, that to preserve it from the rays of the sun they always set it near some tree which is already capable of shading it. The flower of the cacao-tree is white, and it produces fruit twice a year. The fruit is found in a pod, grooved like a melon, and covered with a white skin, in the bud of each flower; each one contains from 20 to 50 nuts, of the size of large almonds, very compactly set. There are two kinds of cacao, the wild and bitter, which the Indians used to prize highly, and as it is still in some repute, they endeavour to cultivate and improve it; the other is distinguished by its quality, according to the soil or country in which it grows. The best cacao is produced in the province of Soconusco, but the produce there is so small, that it barely supplies the people of property in New Spain; and for this reason very little is brought to Europe. The second, in point of goodness, is that of Machala and Ironcoso, in the province of Guatemala; the third, that of Motina, in the same province; the fourth, that of Rio de la Magdalena, in the kingdom of New Granada; the fifth, that of the island of Trinidad; the sixth, that of Caracas, in the province of Venezuela; and the seventh, that of Guayaquil. Europe is chiefly supplied from the abundant crops of the two last places, where the cacao is nearly the only fruit they cultivate. The butter extracted from the cacao is very fresh, and is applied to various purposes in medicine. *Ency. Metrop.*

CIDER, the tun. Duty 21 10 0

Cider. The juice of apples expressed and fermented.—*Johnson.*

Cider is made in many parts of Europe. That of Biscay was long celebrated.—*Ency. Metrop.*

It is imported in considerable quantities from Guernsey and Jersey.—*Ed.*

The editor of the *Encyclopædia Metropolitana* gives a very elaborate description of the introduction of cider into this country, and of its manufacture here, to which the reader is referred.—*Ed.*

CINDERS, the ton Duty 2 0 0

A mass ignited and quenched, without being reduced to ashes.—*Johnson.*

CINNABARIS NATIVA, the lb. Duty 0 0 3
Drawback 0 0 2

Cinnabar, a mineral substance, red, heavy, and brilliant; found chiefly in the quicksilver mines, and being one of the ores of that mineral. The principal mines of cinnabar are those of Kremnitz in Hungary; of Hydica in Sclavonia; of Horowitz in Bohemia; of Carinthia, of Frioul, and of Guavgavelica in Peru. The cinnabar of the Philippines in Asia is of the highest colour; but the richest is that of Almaden in Spain, on the frontiers of Estramadura. The best mineral cinnabar is of a high colour, brilliant, and free from stony matter. It is used by physicians in cases occasioned by sharp serosities.—*Rees.*

CINNAMON, the lb. Duty 0 3 6
Drawback 0 3 2

— imported from any British possession within

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CINNAMON, *continued*.

the limits of the East India Company's charter, the lb. [7 Geo. 4. c. 48.]	Duty	0	2	6
the produce of and imported from any other British possession, the lb.	Duty	0	2	6
	Drawback	0	2	3

This shrub does not attain more than three feet at its greatest height. It is full of shoots, and has a dry appearance. It grows in plains, but among thick and difficult brushwood. The best cinnamon is the thinnest extremity of the twigs; the worst, the thick part near the roots. To be good, the bark must be smooth, but not soft nor crumbling. Cinnamon is now principally imported from Ceylon, and every English housewife possesses in her spice-box an article, which, in the days of Galen, was considered too precious to belong to any but an imperial owner.—*Ency. Metrop.*

CITRAT of LIME, the lb. Duty 0 1 6

Salt formed by citric acid or acid of limes. It has been found nearly unmixed with other acids, not only in lemons, oranges, and limes, but also in berries, grapes, and tamarinds.—*Ure.*

CITRON preserved with Salt, the £100 value. Duty 20 0 0
 ———— preserved with Sugar. See Succades.

Citrus, the Citron-tree. This genus includes the citron, the lemon, the lime, the orange, of which there are different varieties, the shaddock, and the forbidden fruit.—*Ency. Britan.*

CITRON WATER. See Spirits.

CIVET, the oz. Duty 0 4 9

Civet is an unctuous substance secreted in a bag near the tail of a fierce quadruped, the *viverra zibetha* of Linnæus, a native of the Brazils, the coast of Guinea, and the East Indies. Numbers of them are kept in Holland for purposes of commerce. The civet is squeezed out from them every other day in summer, and twice a-week in winter, and rarely amounts to more than a drachm at a time. It is said to be purer than that which the animal sheds when not in confinement. Civet is of a clear yellowish or brownish colour, about the consistence of honey, and uniform throughout. Undiluted, the smell is offensively strong; but when mixed with other substances, it becomes a most fragrant perfume, for which purpose it is most frequently used, being now rarely employed in medicine.—*Ency. Metrop.*

CLINKERS. See Bricks.

CLOCKS, the £100 value. Duty 25 0 0

Machines constructed in such a manner, and regulated so by the uniform motion of a pendulum, as to measure time, and all its subdivisions, with great exactness. It is certain the art of making clocks, such as are now in use, was either first invented, or at least retrieved, in Germany, about 200 years ago. The invention of pendulum clocks is owing to the happy industry of the last age; the honour of it is disputed by Huygens and Galileo. Among the modern clocks, those of Strasburg and Lyons are very eminent for the richness of their furniture, and the variety of their motions and figures. These, however, are excelled by two lately made by English artists, and intended as a present from the East India Company to the Emperor of China.—*Ency. Britan.*

Droz, a Genevan mechanic, once constructed a clock which was capable of the following surprising movements. There was seen on it a negro, a dog, and a shepherd. When the clock struck, the shepherd played six tunes on his flute, and the dog approached and fawned upon him. This clock was exhibited to the King of Spain, who was delighted with it. "The gentleness of my dog," said Droz, "is his least merit. If your Majesty touch one of the apples, which you see in the shepherd's basket, you will admire the fidelity of this animal." The King took an apple and the dog flew at his hand, and barked so loud, that the King's dog which was in the room, began also to bark; at this the courtiers, not doubting that it was an affair of witchcraft, hastily left the room, crossing themselves as they
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went out. The Minister of Marine was the only one that ventured to stay. The King having desired him to ask the negro what o'clock it was, the Minister obeyed, but he obtained no reply. Droz then observed, that the negro had not yet learned Spanish; upon which the Minister repeated the question in French, and the black immediately answered him. At this new prodigy the firmness of the Minister also forsook him, and he retreated precipitately, declaring that it must be the work of the devil.—*Mechanic's Mag. Aug. 1824.*

As to clocks impressed with any mark or stamp, to represent any legal British assay mark or stamp, or purporting, by any mark or appearance, to be of the manufacture of the United Kingdom, or not having the name and place of abode of some foreign maker abroad, visible on the frame and also on the face, or not being in a complete state, with all the parts properly fixed in the case, see page 20.

Foreign Watches and Clocks.

Whereas certain watchmakers, shopkeepers, and others are in the habit of fraudulently engraving their names and "London" on foreign repeating and plain watches, and likewise on clocks, and selling them to the public as English work; The master wardens and court of assistants of the company of clock-makers of the city of London, before whom several instances of such mal-practices have lately been brought, hereby caution the public against these frauds, which a reference to any respectable practical watchmaker will immediately detect; and they likewise give notice, that if such mal-practices be continued, the names of those persons who may be found offending will be made public. This species of fraud, which the public is unable to detect, many of the watches having English cases, and others cases made in imitation of English, with forged marks of the goldsmith's company thereon, is practised in consequence of the acknowledged superiority of English over foreign work, and is very injurious to the public, as well as detrimental to the interest and reputation of the British manufacture.

By order of the Court,
GEO. ATKINS,
Clerk to the Company.

London, May 8th, 1823.

CLOVES, the lb.	Duty	0	3	0
	Drawback	0	2	7
— imported from any British possession within the limits of the East India Company's Charter, the lb. [7 Geo. 4. c. 48.]	Duty	0	2	0
— the produce of and imported from any other British possession, the lb.	Duty	0	2	0
	Drawback	0	1	9

The fruit is somewhat in form of a nail: whence the term *clove*, from the French *clou*, nail. The clove-tree was anciently very common in the Molucca islands; where all the European nations, who traffic in spices to the Indies, furnished themselves with what quantity of cloves they required. The tree is very large; its bark resembles that of the olive-tree, and its leaves those of the laurel; its fruit falling, takes root, and thus it multiplies itself without any culture. Cloves must be chosen dry, brittle, harsh to the touch, well-grown, of a dusky reddish colour, a rough aromatic taste, an agreeable smell, and, if possible, with the shank on. This spice acquires weight by imbibing water, which it will do at some considerable distance. The Dutch, who trade in cloves, make a considerable advantage by knowing this secret. They sell them always by weight.—*Rees.*

COALS, the ton	Duty	2	0	0
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Coal is a black, sulphurous, inflammatory matter, dug out of the earth, serving for fuel. One species of pit-coal is called *cannel*, or *canole* coal, which is found in the northern countries; and is hard, glossy, and light, apt to cleave into thin flakes, and, when kindled, yields a continual blaze till it be burnt out.—*Chambers.*

Coal is distinguished into *pit coal*, from the place whence it is dug out; and sea coal, from the manner by which it is conveyed.—*Ency. Metrop.*

There are several countries in Europe which possess considerable coal-mines; as France, Liege, Germany, and Sweden. Also on the other side of the Atlantic

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ocean, there has been coal discovered and wrought : in Newfoundland, Cape Breton, Canada, and some of the New England provinces. But in all these countries the coal is of a quality much inferior to the British, and entirely unfit to be used in many manufactures, so that they import coal from Britain for various manufactures.—*Ency. Britan.*

COBALT, the lb. Duty 0 0 3

By far the greatest part of the cobalt which is seen in this country comes from the Saxon mines, under the form of zaffre, a very impure substance, consisting chiefly of siliceous matter, ground up and containing a small portion of the oxide of this metal, together with a considerable quantity of arsenic, and sometimes nickel and bismuth, from the imperfect manner in which it has been purified. The cobalt ores are also found in Cornwall, and will most probably be soon discovered in various parts of this kingdom. The colour of the different cobalt ores are silver and tin white, steel grey, straw yellow, flesh red, crimson, brown, and black ; they are mostly either soft or brittle, and give a grey streak with the point of the knife ; they occur in the crystallized and massive state : their specific gravity varies from 2.4 to 6.6 ; when rubbed together, they usually emit an arsenical odour.—*Joyce.*

COCHINEAL, the lb. Duty 0 0 6

————— Dust, the lb. Duty 0 0 2

————— the produce of and imported from any

British possession, the lb. Duty 0 0 2

.... Dust, the lb. Duty 0 0 1

[7 Geo. 4. c. 48.]

The cochineal is an insect growing upon a plant called nopal, which, with the exception of the leaves, resembles in every respect the tunas of Andalusia. The insect resembles in shape the lady-bird, and, when arrived at its full size, is no larger than a flea. The juice of this plant, which is its only moisture, is converted into its own substance ; and, instead of being fluid and aqueous, assumes a beautiful carmine hue. In the months of May and June, the plant is in the most vigorous state, and this is the most favourable time for depositing on the leaves the almost imperceptible eggs ; a task which the Indians perform with the most wonderful patience ; and, in the short space of two months, it arrives at the state we have mentioned ; but, in the mean time, it is exposed to a multiplicity of dangers. The northern blasts and violent showers of rain carry away the eggs, and the frost withers and destroys the leaves ; nor are there any other means of preventing these calamities, than by making fires at some distance, and filling the air with smoke, which preserves them from the inclemency of the weather. They are exposed to no less danger from different birds which hunt after them, and from the grubs which are engendered in the nopal ; and, notwithstanding the greatest vigilance to prevent these disasters, the loss is very great. When the insects have attained their full size, they are gathered into glass vessels, taking care not to let them fall ; but of this there is no danger when they are at liberty on the leaves, on which they enjoy a most delicious food, as if in their own habitations, skipping from one leaf to another without leaving the plant, so that it is no unusual thing to see the leaves entirely covered with insects. After they have been in the glass vessel some time, they die, and are put into bags. The Indians have three different methods of killing them ; one with hot water, another by fire, and, thirdly, by exposing them to the sun ; and hence proceed the different degrees of colour, which is sometimes dark, at others very lively, it being always necessary to proportion the heat, and those who make use of hot water know the precise point to which it should be heated. Those who prefer fire are also very particular that the heat be moderate, and the fineness of the cochineal, in this case, depends upon the vessel not being heated at the time the insect dies. But, according to the general opinion, the method of exposing them to the sun is best. Besides the precaution in killing the insect, a knowledge of the proper time when they ought to be taken off the leaves, is not less necessary to preserve their quality, and experience alone can teach the cultivator this necessary criterion for which no fixed

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fixed rule can be given. Hence it happens that, in those provinces where the cochineal is cultivated, the inhabitants of one village differ from those of another in the signs which they require for gathering them; and it frequently happens that two in the same village do not agree. The cochineal, in some respects, may be compared with the silk-worm, particularly in depositing its eggs. The insects reserved for this purpose are caught at their full growth, and put into a box tightly closed, and in this prison they deposit their eggs and die. The boxes are kept shut till the time for placing the eggs on the nopal, and the quantity contained in the shell of a hen's egg is sufficient to cover a whole tree. The most singular circumstance attending the insect is, that it does not injure, in the smallest degree, the plant on which it feeds, only extracting from between the slender tegument of the leaf the most succulent part of the juice. The principal places in America in which the cochineal is cultivated, are Oaxaca, Xaxcala, Cholula, New Galicia, in the kingdom of Mexico, in Guatemala, and Chiapa, in Loxa and Ambuto, in the kingdom of Quito; and in Tucuman, and some other provinces of Peru. But the greatest quantity is produced in Oaxaca, as the inhabitants of all the towns make this their only employ, and carry on a very extensive trade in this article.—*Ency. Metrop.*

The principal adulteration to which cochineal is liable, is the admixture of a manufactured imitation composed of coloured dough. These spurious grains are detected by the action of boiling water, which dissolves and disintegrates them, while it has little action upon the genuine insect.—*Brande.*

COCOA-NUTS, the lb.....	Duty	0	1	3
the produce of and imported from any British possession in America, the lb.				
	Duty	0	0	6
imported from any British possession within the limits of the East India Company's Charter, the lb.....	Duty	0	0	9
imported from any other place within the limits of the East India Company's Charter, the lb.	Duty	0	1	0

By 7 Geo. 4. c. 48. granting these duties, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

Certificate of Growth. Before cocoa-nuts shall be entered as being of the produce of some British possession in America, or the island of Mauritius, the master of the ship importing the same shall deliver to the collector or controller a certificate, and make oath, that the goods are the produce of such place. See this clause more fully under Sugar in this Part. 6 Geo. 4. c. 107. § 35.

The cocoa-nut tree is very generally dispersed within the tropics and the South Sea islands, flourishing on the sea-shores; the nuts are carried by winds and currents, and are soon found vegetating on the numerous islands that are continually forming from accumulated coral: the unripe nut is full of a pulp generally eaten in the West Indies; a liquor called by the natives *sura*, by the Europeans *palm-wine* or *toddy*, is drawn from the cocoa-tree: from this, when sour, *arrack* is distilled: the fibrous coating of the nut is manufactured into cordage.—*Ency. Metrop.*

A small cocoa-nut is abundant in Chile, about the size of a walnut.—*Ed.*

COCOA-NUT HUSKS, or Cocoa Shells, the lb.... Duty 0 0 2

COCOA PASTE. See Chocolate.

COCULUS INDICUS, the lb..... Duty 0 2 6

Extract or Preparation of, See Extract.

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Coculus Indicus. The fruit of the *menispermum coculus*, a shrub which grows in sand amid rocks on the coasts of Malabar, and other parts of the East Indies. The fruit is blackish, and of the size of a large pea.—*Ure*.

COCUS WOOD, the produce of any British possession, (a)
the ton. Duty 0 3 0

Cocus, or **Cocos wood**, is produced from a genus of palms. The cocoa-nut tree very generally dispersed within the tropics and the South Sea islands, flourishing on the sea-shores.—*Ency. Metrop.*

CODILLA. See **Flax**.

COFFEE, the lb. Duty 0 1 3
 ——— the produce of and imported from any British
 possession (a) in America, the lb. Duty 0 0 6
 ——— the produce of and imported from Sierra Leone,
 the lb. Duty 0 0 9
 ——— imported from any British possession (a) within
 the limits of the East India Company's Char-
 ter, the lb. Duty 0 0 9
 ——— imported from any other place within the limits
 of the East India Company's Charter, the lb. Duty 0 1 0
 [7 Geo. 4. c. 48.]

No abatement of duties shall be made on account of any damage received by coffee. 6 Geo. 4. c. 107. § 30.

There are thirty species of coffee now known. The coffee-tree is a native of Arabia Felix and of Ethiopia. Bruce states that it grows abundantly in *Caffa*, the southern province of the African kingdom Narea, and hence he deduces the name. It has been propagated with great success in the American islands. The tree rises about sixteen feet in height.—*Ency. Metrop.*

The flowers, which are produced in clusters at the root of the leaves, are of a pure white, and have a very grateful odour. The fruit, which is the only useful part, resembles a cherry. The coffee-tree is cultivated in Arabia, Persia, the East Indies, the isle of Bourbon, and several parts of America.—*Ency. Britan.*

The notion that the West India coffee is naturally inferior to that of the East, as being the production of a coarser and less valuable species of the tree, needs no other refutation than the circumstance related by the celebrated gardener, Mr. Miller, "that from plants brought from the West Indies, and raised in English hot-houses, coffee-berries have been produced, which, at a proper age, were found to surpass the very best mocha that could be produced in Great Britain." It is evident therefore that the whole difference depends on the soil and climate, mode of curing, and age. Coffee-berries (says Dr. Moseley) are remarkably disposed to imbibe exhalations from other bodies, and thereby acquire an adventitious and disagreeable flavour. Rum, placed near to coffee, will in a short time so impregnate the berries, as to injure the taste in a high degree, and it is related by Mr. Miller, that a few bags of pepper on board a ship from India, some years since, spoiled a whole cargo of coffee.—*Edwards*.

Certificate of Growth. Before coffee shall be entered as being of the produce of some British possession in America, or the island of Mauritius, the master of the ship importing the same shall deliver to the collector or controller a certificate, and make oath, that the goods are the produce of such place. See this clause more fully under *Sugar in this Part*. 6 Geo. 4. c. 107. § 35.

As to Restrictions, see page 18.

(a) By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places. AN

AN ACCOUNT of the Quantity of Coffee Imported into Ireland from the several British Colonies and Plantations, from the British Possessions in the East Indies, and from Foreign Countries, from 5th January 1825 to 5th January 1826; distinguishing the several Sorts of Coffee, and the Colonies and Countries from which the same was Imported.

British West Indies :	<i>Cwt. qrs. lb.</i>
Barbadoes	3 0 15
Jamaica	652 0 7
St. Lucia	26 3 4
Trinidad	235 2 21
Demerara	273 3 13

Total.....1,191 2 4

AN ACCOUNT of the Quantity of Coffee Imported into Great Britain from the several British Colonies and Plantations, from the British Possessions in the East Indies, and from Foreign Countries, from 5th January 1825 to 5th January 1826; distinguishing the several Sorts of Coffee, and the Colonies and Countries from which the same was Imported.

COUNTRIES.	British Plantation.	Foreign Plantation, or uncertified.	East India.	Total Imported.
British Colonies and Plantations:	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>
Antigua	25 3 25	0 0 20		26 0 17
Barbadoes	331 1 12	1,189 1 3		1,520 2 15
Dominica	12,137 1 7			12,137 1 7
Grenada	39 1 5			39 1 5
Jamaica	161,589 0 23	1,092 0 24		162,681 1 19
Montserrat	1 1 10			1 1 10
St. Kitt's	0 0 20			0 0 20
St. Lucia	1,362 1 16	1,053 2 22		2,416 0 10
St. Vincent's	39 3 15			39 3 15
Trinidad	1,234 0 16			1,234 0 16
Bahamas		668 2 14		668 2 14
Demerara	27,452 3 17	11 0 16		27,464 0 5
Berbice	18,151 0 24			18,151 0 24
Brit. N. American Colonies ..	1 2 2			1 2 2
East Indies and China	1 0 4		36,473 3 21	36,474 3 25
Coast of Africa	9 2 13	114 1 16		124 0 1
Cape of Good Hope		83 0 4	48 0 6	131 0 10
Foreign West Indies; viz.				
Cuba		15,295 0 23		15,295 0 23
St. Thomas		1 2 13		1 2 13
St. Domingo		101,117 0 17		101,117 0 17
America; viz.				
United States		11,827 1 3	3,613 3 4	15,441 0 7
Mexico	0 1 3			0 1 3
Columbia		5,858 3 11		5,858 3 11
Brazil		54,753 1 7		54,753 1 7
Foreign Countries in Europe.		12,610 1 18	161 1 23	12,771 3 13
Guernsey		77 2 27		77 2 7
Total, exclusive of Ireland	222,377 2 16	205,754 0 14	40,297 0 26	468,429 0 0
Ireland	103 3 26			103 3 26
Total from all Parts	222,481 2 14	205,754 0 14	40,297 0 26	468,532 3 26

COP

COIN, of Copper. See Copper.

—— Foreign, or Gold or Silver. See Bullion.

Coin, *viz.* False money, or counterfeit sterling; silver, of the realm, or any money purporting to be such, not being of the established standard in weight or fineness, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

COKER, or Coco-nuts. See Nuts.

COLOQUINTIDA, or Colocynth, the lb. Duty 0 1 8
 Drawback 0 1 1

This trailing plant is a native of Turkey and Nubia. The fruit when ripe is about the size of an orange: it is imported dried, and generally peeled. The dried pulp is white, very light and spongy, and almost entirely soluble in water, forming a mucilaginous and intensely bitter solution, which, evaporated to dryness, furnishes the extractum colocynthidis of the Pharmacopœia, a preparation very rarely employed, and indeed rendered useless by the compound extract. That colocynth pulp which is dense and deep grey, or dirty brown, is unhealthy, or has been injured in drying.—*Brande.*

COLUMBA-ROOT, the lb. Duty 0 2 0
 Drawback 0 1 4

Columba-root, an article lately introduced into the materia medica, the natural history of which is not yet well known. According to Dr. Percival's account, it grew originally on the continent of America, whence it was transplanted to Columbo, a town in Ceylon, which gives name to, and supplies all India with it. This root comes to us in circular pieces, which are from half an inch or an inch to three inches in diameter.—*Ency. Britan.*

COMFITS, the lb. Duty 0 2 6

Dry sweetmeats: any kind of fruit or root, preserved with sugar and dried.—*Johnson.*

COPPER, Ore, the cwt. Duty 0 12 0

—— Old, fit only to be re-manufactured, the cwt. Duty 0 15 0

—— in Plates, and Copper Coin, the cwt. Duty 1 10 0

—— unwrought, *viz.* in Bricks or Pigs, Rose Copper
 and all Cast Copper, the cwt. Duty 1 7 0

—— in part wrought, *viz.* Bars, Rods, or Ingots, ham-
 mered or raised, the cwt. Duty 1 15 0

—— Wire. See Wire.

—— Manufactures of Copper not otherwise enumerated
 and Copper-plates engraved, the £100
 value. Duty 30 0 0

—— the produce of any British possession (*a*) within
 the limits of the East India Company's
 charter, *viz.*

.... Ore, the cwt. Duty 0 1 0

.... Old, fit only to be re-manufactured, the
 cwt. Duty 0 9 2

.... in Plates and Copper Coin, the cwt. Duty 0 15 0

.... unwrought, *viz.* in Bricks or Pigs, Rose
 Copper, and all Cast Copper, the cwt. Duty 0 9 2

.... in part wrought, *viz.* Bars, Rods, or Ingots,
 hammered or raised, the cwt. Duty 1 11 3

.... Manufactures of Copper, not otherwise
 enumerated, and copper-plates engraved,
 the £100 value. Duty 30 0 0

(a) By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

COR

Copper is found native, but much oftener in combination with other metals, oxygen, sulphur, and acids. The ores are usually of a green or brownish red appearance; are found in veins, and beds in Cornwall, Staffordshire, and several other parts of Great Britain, as well as in Germany, Sweden, &c.: in France, Spain, Ireland, and Norway, copper is much less abundant; its ores occur in beds of lime-stone and granite. Copper on account of its imperishable quality, is generally employed in the manufacture of kitchen utensils and copper boilers, for sheathing ships' bottoms, as a circulating medium, and for alloying with gold and silver, as in certain proportions it renders these valuable metals much harder and more durable; it is also the basis of brass, pinchbeck, prince's metal, Dutch gold, &c. also of two pigments called Scheele's green and verdigris, an arseniate and acetate of the metal; its oxides are occasionally used in porcelain painting, and in fireworks.—*Joyce.*

AN ACCOUNT of Copper imported into Great Britain in the year ending 5th January 1825.

Countries from which Imported.	Total Quantity Imported (including Copper Ore.)		
	Cwt.	qrs.	lb.
Russia	1,684	0	10
Sweden	20	0	15
Belgium	45	3	19
France	0	1	7½
Spain	0	1	14
Gibraltar	247	1	0
Italy	0	1	20
Turkey	1	1	14
East Indies	49	1	18
British North American Colonies	0	2	22
British West Indies	25	2	17
United States of America	102	2	15
Columbia	193	2	6
Chili	382	1	8
Buenos Ayres	0	3	26
Ireland	82,525	0	0
Total quantity Imported.....	85,280	0	15½

COPPERAS, Blue, the cwt.....	Duty	0	5	0
———— Green, the cwt.....	Duty	0	5	0
———— White, the cwt	Duty	0	12	0

Copperas, a name given to vitriol, it is green, blue, or white, as it is respectively a sulphate of iron, copper, or zinc; it is used in black dyes, in making ink, and tanning leather. Pliny (xxxiv. 30, 31,) mentions Copperas under the names *Sory* and *Misy*, so also Dioscorides, v. 117, 119.—*Ency. Metrop.*

CORAL, Beads. See Beads.

———— in Fragments, the lb.....	Duty	0	1	0
———— whole, polished, the lb.....	Duty	0	12	0
.... unpolished, the lb.....	Duty	0	5	6
..... of British Fishing or Taking, the lb.....	Duty	0	0	6
				Red

COR

Red Coral, and which is manufactured into various ornaments, is the production of the ocean in general in warm climates. The red coral was well known to the ancients. It was, however, only in later ages that its true nature was understood. Theophrastus mentions it as a precious stone. It has been ascertained that coral is no other than an habitation for minute animals. The red coral is found in various parts of the Mediterranean and Red Seas. The latter has even been said to take its name from the colour of its sands, which are tinged by the broken fragments of this substance. It grows on rocks, and on any solid submarine body; and it is necessary to the well-being of the little animals which produce and inhabit it, that it should remain fixed to its place. On being broken from its foundation, it soon loses the cortical soft substance with which the calcareous stem is enveloped, and the animals are consequently destroyed. It requires eight or ten years to arrive at its greatest size; and it becomes subsequently pierced in all directions by different marine animals which perforate rocks, shells, and every other calcareous, and even siliceous substance upon which they fix. The depth at which this beautiful production is obtained varies considerably; but it seems necessary to its perfection, that the rays of the sun should readily penetrate to the place of its habitation; thus it grows nearer to the surface in those parts where the sun is intercepted by precipitous shores, than in those situations to which the heat penetrates without interruption. There are several varieties of red coral distinguished in merchandize, which differ in value, according to the depth and brilliancy of the colour, &c. When polished it sometimes becomes white and porous, and it is said to recover much of its beauty by being soaked in a composition of oil and vermilion.—*Ency. Metrop.*

CORDAGE, tarred or untarred, whether in use or otherwise, (Standing or Running Rigging in use excepted)

the cwt. Duty 0 10 9

Cordage, a term used in general for all sorts of cord, whether small, middling, or great.—*Ency. Britan.*

CORDIAL WATERS. See Spirits.

CORK, the cwt. Duty 0 8 0

The *Quercus suber*, which grows wild in the south of Europe, furnishes from its exterior bark the substance known as Cork. The tree is first barked in the fifteenth year of its growth; and as it rapidly grows up again, and improves by age, the bark may be stripped every eight years afterwards. When the bark is first stripped it is placed with the convex side next a fire, and pains are taken by swelling it to fill up any accidental holes; or, otherwise, it is straightened by being first laid under heavy piles of stone, and afterwards charred. It is then stacked, and considered fit for sale. It is seldom sufficiently roasted for the cutter's use by these processes, and it generally undergoes a more complete laying after importation.—*Ency. Metrop.*

From and after January 1 1828, Cork, being the produce of Europe, shall not be imported into the United Kingdom *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 & 8 Geo. 4. c. 56 § 17.

CORKS, ready made, the lb Duty 0 7 0

It is a curious fact, that in a country where cork trees abound, the trifling operation of cutting them is so ill done, that, to have his wine in good order, Mr. Jacob thought it necessary to send to Malaga for English corks, as well as English bottles.—*Henderson.*

CORN.

CORN.

Who shall decide when Doctors disagree,
And soundest Casuists doubt, like you and me?—POPE

On no subject, perhaps, have Political Economists been so divided in their opinions as upon that of the Corn Laws. Opinions, in truth, have been broached as opposite as light and darkness; and the mechanic, whilst he could cobble a pair of shoes, felt no difficulty in deciding this important question. Still let us bear in mind the old maxim, “*Ne sutor ultra crepidam.*”

Amidst such a conflict of argumentation, it is not a little hazardous to offer any remarks. Least of all, ought the compiler of this work to do it. In fact, he does not aim at any fresh discovery, but only to narrow the question so as to render it intelligible to those (if there still be any such) who do not pretend to be deeply versed in the system of *Modern Philosophy*.

From various causes, into which it is not necessary now to enter, this Country has been brought into what may be termed an *Artificial System*. It is certain, that, in consequence, Corn can be grown much cheaper on the Continent of Europe, and most other parts of the world, than in the United Kingdom. Without some protecting duty, it seems equally certain, that the British and Irish Farmers must be greatly injured if not totally ruined. The *gist* of the question is this, “What is the fair remunerating price to those farmers?” After paying rents, taxes, and miscellaneous expences, what price will enable them to get a fair profit by which they may be enabled to support themselves and families—“that,” I take it, “is the question.”

As to what precise sum is a fair remunerating price, is another question. Public opinion will be generally divided on topics of Political Economy as well as on other matters.

’Tis with our judgment as our watches; none
Go just alike, yet each believes his own.—POPE.

From the numerous documents now given, however, it is hoped, a satisfactory conclusion may be drawn.

CORN.

CORN, GRAIN, MEAL, and FLOUR, in Warehouse, in the several Ports of Great Britain, on June 1, 1827.

Ports.	Corn and Grain.						Meal and Flour.		Total of Meal and Flour.
	Barley.	Beans.	Indian Corn.	Oats.	Peas.	Rye.	Wheat.	Total of Corn and Grain.	
	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	Qrs. Bus.	
ENGLAND, viz.									
Berwick	468 6	..	..	..	..	..	525 6	994 4	..
Boston	431 7	..	..	1,315 6	..	..	3,531 5	5,279 2	..
Bristol	7,178 6	9,446 0	741 0	47 2	187 0	61 6	7,961 3	25,623 1	3 2 22
Chepstow	..	..	..	..	..	..	698 6	698 6	..
Grimsby	882 2	..	..	..	..	..	7,707 5	8,589 7	..
Hull	33,106 5	4,952 2	..	..	994 6	5 5	52,884 0	91,943 2	..
Ipswich	..	..	..	..	..	..	51 1	51 1	..
Liverpool	33,054 0	9,055 0	260 0	1,891 0	829 0	2,914 0	149,304 0	198,007 0	75,535 0 0
London	59,578 2	18,412 7	..	48,120 5	3,824 5	548 3	239,641 2	370,126 0	2,463 0 23
Lynn	780 6	..	..	12 4	..	..	3,179 6	3,973 0	20 0 11
Newcastle	4,425 6	..	..	1,412 3	129 2	..	14,730 0	20,697 4	..
Newhaven	..	752 4	..	..	..	..	424 1	752 4	..
Plymouth	1,377 4	879 5	246 3	..	..	..	762 4	2,927 5	..
Rye	72 4	..	..	..	..	..	855 0	855 0	..
Storeham	17 0	..	..	..	..	..	762 4	762 4	..
Southampton	..	..	..	..	..	78 1	1,835 3	6,809 3	..
Sunderland	3,723 6	1,262 1	..	..	..	..	8 5	8 5	3 2 4
Warrington	..	..	..	526 4	..	..	..	..	..
Widened	..	69 4	..	..	..	..	526 4	526 4	..
Wismeth	..	15 2	..	379 3	5 4	22 4	2,677 6	3,100 3	..
Yarmouth	..	..	..	..	..	..	..	..	..
SCOTLAND, viz.:									
Aberdeen	617 4	..	..	..	..	..	1,639 4	2,257 0	..
Banff	735 0	..	..	..	..	..	..	735 0	..
Borrowstoness	256 6	..	..	838 1	91 6	..	3,083 0	4,274 5	..
Dunbar	2,233 5	..	..	..	..	..	267 4	2,501 1	..
Dunblair	400 1	..	..	..	1 5	..	1,511 1	1,912 7	..
Glasgow	692 4	627 4	..	..	2,224 5	..	10,356 2	13,900 7	..
Graugemouth	1,787 5	..	..	..	67 5	..	6,524 1	8,379 3	..
Greenock	..	225 0	..	..	..	..	83 1	308 1	..
Leith	16,068 3	207 5	..	5,119 6	611 7	..	42,953 1	64,960 6	967 1 10
Montrose	634 4	..	..	..	..	..	1,571 2	2,205 6	..
Perth	1,751 0	..	..	..	218 5	..	4,047 5	6,017 2	..
Preston Pans	793 6	..	..	..	..	..	1,150 4	1,944 2	..
Total in Warehouse in Great Britain, June 1, 1827	171,008 4	45,965 2	1,847 3	59,663 2	9,186 2	3,630 3	559,715 7	850,516 7	75,992 3 14

WHEAT

CORN.

WHEAT and WHEAT FLOUR Imported into Great Britain from the Ports of Russia, Sweden, Denmark, Prussia, Germany, Holland, Flanders and France, in the Years 1810, 1811, 1812, and 1813.

Countries.	1810.	1811.	1812.	1813.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
Russia	58,133	27,969	50,974	58,028
Sweden	68,398	19,038	11,543	66,085
Denmark	110,500	18,009	19,589	19,815
Prussia	296,757	95,171	9,063	115,946
Germany	176,464	1,628	603	79,365
Holland	189,016	.....	.....	.....
Flanders	167,154	.....	.....	.....
France	225,711	4,186	436	.....
Total from the above Countries	1,292,133	166,001	92,208	339,239

WHEAT and WHEAT FLOUR Imported into Great Britain from the United States of America, and North American Colonies, from the Year 1800 to 1825, inclusive; and specifying the quantity of each year.

	From the United States of America.	From the British North American Colonies.	Total.
	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
Aggregate quantity Imported in } twenty-six years, from 1800 to 1826. }	1,928,203	642,849	2,571,052
Average	74,161	24,725	98,886

WHEAT and WHEAT FLOUR Imported from Ireland into Great Britain, from the Year 1820 to 1825, both inclusive; and annexing the aggregate Average Price of Wheat in England on the whole period of Six Years.

Year 1820	<i>Qrs.</i> 404,747
1821	569,700
1822	463,004
1823	400,068
1824	356,408
1825	396,018

Total Quantity imported in the above Six Years	2,589,945
Average Price of Wheat in England for the whole } period of Six Years	57s. 3d.

CORN.

WHEAT Exported from, and Imported into Great Britain, between the Years 1784 and 1814; and also the price of Wheat according to the Eton Tables, reduced to the Winchester measure for each, and the aggregate average Price for the whole of the said Five Years.

Years.	Imports.	Exports.	Years.	Imports.	Exports.
	<i>Qrs.</i>	<i>Qrs.</i>		<i>Qrs.</i>	<i>Qrs.</i>
1784....	216,947	89,288	1799....	463,185	39,362
1785....	110,863	132,685	1800....	1,254,520	22,013
1786....	51,463	205,466	1801....	1,424,765	28,406
1787....	59,339	120,536	1802....	647,663	149,304
1788....	143,710	82,971	1803....	373,725	76,580
1789....	112,656	140,014	1804....	461,140	63,073
1790....	222,557	30,892	1805....	920,834	77,955
1791....	469,056	70,626	1806....	310,342	29,566
1792....	22,417	300,278	1807....	404,946	25,113
1793....	490,398	76,869	1808....	84,889	98,005
1794....	327,902	155,048	1809....	455,987	31,278
1795....	313,793	18,839	1810....	1,567,126	75,785
1796....	879,200	24,679	1811....	336,131	97,765
1797....	461,767	54,525	1812....	290,710	46,325
1798....	396,721	59,782	1813....	559,000	records destroyed.

Prices of Wheat according to the Eton Tables, reduced to the Winchester Measure.

	<i>s.</i>	<i>d.</i>
1748.....	32	10 $\frac{1}{2}$
1749.....	32	10 $\frac{1}{2}$
1750.....	28	10 $\frac{3}{4}$
1751.....	34	2 $\frac{1}{2}$
1752.....	40	8 $\frac{3}{4}$
Aggregate	169	7
Average	33	11

WHEAT and WHEAT FLOUR Exported from, and Imported into Great Britain, from the Year 1770 to 1792, both inclusive.

	Imports. <i>Qrs.</i>	Exports. <i>Qrs.</i>
Total of the above 23 years.....	3,543,013	2,565,711

AVERAGE Prices of WHEAT, as published in the London Gazette, from the Year 1770 to 1825, both inclusive, in periods of Ten Years.

<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Average of Ten Years from		Average of Ten Years from	
1770 to 1779	45 0	1810 to 1819	88 8
Average of Ten Years from		Average of Six Years from	
1780 to 1789	45 9	1820 to 1825	57 3
Average of Ten Years from		1826*	66 6
1790 to 1799	55 11	1827*	56 11
Average of Ten Years from			
1800 to 1809	82 2		

* To 5th January in each Year.

GRAIN

CORN.

GRAIN of all sorts, Meal and Flour, imported into Great Britain from foreign parts, and the Average Prices thereof in twenty-five years, ended 5th January, 1825.

Year	Wheat and Wheat Flour.			Barley and Barley Meal.			Oats and Oatmeal.		
	Quantity.		Average price of Wheat.	Quantity.		Average price of Barley.	Quantity.		Average price of Oats.
	<i>Qrs.</i>	<i>s. d.</i>		<i>Qrs.</i>	<i>s. d.</i>		<i>Qrs.</i>	<i>s. d.</i>	
1800	1,263,771	110 5		130,897	73 4		542,607	43 7	
1801	1,424,241	115 11		113,966	64 6		582,668	35 11	
1802	538,144	67 9		8,135	32 4		241,848	19 9	
1803	312,458	57 1		1,148	24 7		254,807	20 11	
1804	391,068	60 5		9,074	30 1		500,371	23 7	
1805	836,747	87 1		27,644	43 2		275,109	27 6	
1806	207,879	76 9		2,058	37 6		183,430	26 9	
1807	359,835	73 1		3,043	38 2		426,031	27 6	
1808	41,392	78 11		4,644	42 1		34,679	32 4	
1809	387,863	94 5		13,350	45 7		297,459	30 6	
1810	1,439,615	103 3		17,997	46 8		115,978	27 9	
1811	188,563	92 5		40,127	41 0		11,707	26 9	
1812	129,867	122 8		40,395	64 9		15,108	43 2	
1813	341,846	106 6		19,708	56 9		60,455	37 4	
1814	626,745	72 1		29,252	36 3		251,151	24 11	
1815	194,931	63 8		2,470	29 4		120,872	22 11	
1816	210,860	76 2		16,239	32 11		75,993	22 6	
1817	1,030,829	94 0		135,045	47 11		478,994	31 6	
1818	1,586,030	83 8		697,456	52 3		989,749	31 6	
1819	471,607	72 3		373,869	44 5		586,725	27 4	
1820	591,731	65 10		29,919	32 10		683,649	23 6	
1821	137,684	54 5		15,594	25 3		103,200	18 11	
1822	47,598	43 3		19,158	21 3		55,642	17 7	
1823	23,951	51 9		496	30 7		28,964	22 3	
1824 Ending } Jan. 5, 1825 }	85,182	62 0		28,892	35 3		488,105	24 1	
Total of 25 years.	12,870,437	1985 9		1,780,576	1028 9		7,405,301	690 4	
Average of 25 years	514,817	79 5		71,223	41 1 $\frac{1}{2}$		296,212	27 7 $\frac{1}{2}$	

GRAIN, of all Sorts, Meal and Flour, Imported into Great Britain from foreign parts, in each year, from 5th January 1825 to 5th January 1827; together with the Average Price of each sort of Grain in Great Britain, in each year.

Year ending	Barley and Barley Meal.		Beans.		Oats and Oatmeal.		Wheat and Wheat Flour.		Total.	
	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>
5th Jan. 1826	429,233	7	10,744	5	205,668	1	391,527	7	1,057,777	6
5th Jan. 1827	279,579	5	123,719	2	1,124,292	6	582,275	6	2,248,885	3
Average Prices,	Barley.		Beans.		Oats.		Wheat.			
In the year ending	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>		
5th January, 1826.	38	10	41	6	24	11	66	6		
..... 1827.	33	4	42	11	25	11	56	11		

GRAIN of all sorts Imported from Ireland into Great Britain, from 5th January 1825 to 5th January 1827 ; distinguishing each sort.

Species.	1826.	1827.
Barley, Barley Meal, and Malt	165,082 <i>qrs.</i> 2 <i>bus.</i>	66,086 <i>qrs.</i> 5 <i>bus.</i>
Beans	11,354 4	7,190 6
Oats and Oatmeal	1,629,856 —	1,303,734 2
Pease	1,431 2	1,452 —
Rye	219 7	76 6
Wheat and Wheat Flour	396,018 1	314,851 1
Total	2,203,962 —	1,693,391 4

GRAIN of all Sorts, and distinguishing each sort, passed into Consumption from 5th January 1825 to 5th January 1827.

Total Quantities admitted for Home Consumption.	Quantities of Foreign and Colonial Corn entered for Home Consumption in Great Britain.		Amount of Duty paid thereon.		
	1826.	1827.	1826.	1827.	
	<i>Qrs.</i> <i>bus.</i>	<i>Qrs.</i> <i>bus.</i>	£. s. d.	£. s. d.	£. s. d.
{ Barley	270,678 4	335,328 5	67,596 13 $\frac{1}{2}$	86,294 11 $\frac{1}{2}$	24
{ Beans	9,284 2	127,123 5	3,017 10 4	21,563 12 11	11
{ Indian Corn ..	91 4	6,222 3	22 17 6	1,218 13 3	3
{ Oats & Oatmeal	14 7	1,188,332 —	4 9 8	133,670 2 $\frac{1}{2}$	4 $\frac{1}{2}$
{ Pease	21,482 5	62,770 3	6,953 10 $\frac{3}{4}$	11,497 9 $\frac{1}{2}$	14
{ Rye	3,442 4	67,241 1	1,118 16 5	9,355 8 1	1
{ Wheat and } { Wheat Flour. }	525,231 1	315,945 —	225,329 8 $\frac{1}{2}$	178,995 4 $\frac{1}{2}$	6 $\frac{1}{2}$
Total	830,225 3	2,102,963 1	304,043 5 $\frac{1}{2}$	442,595 1 $\frac{1}{2}$	6 $\frac{1}{2}$

AVERAGE PRICE of all sorts of Grain, in each quarter from the 5th January 1823 to the 5th April 1827.

Quarters ended.	Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15th February 1823	40 7	28 3	17 9	22 10	25 7	30 7
15th May	52 9	32 8	23 3	29 7	30 4	34 2
15th August	59 9	32 9	24 6	36 8	33 5	36 1
15th November ..	48 8	26 10	20 8	29 3	34 1	32 5
15th February 1824	61 11	33 6	23 7	42 3	38 11	38 4
15th May	64 7	35 3	24 4	43 5	38 2	36 8
15th August	59 6	33 11	27 2	40 3	37 4	38 6
15th November	60 10	38 5	20 10	34 4	41 6	41 0
15th February 1825	66 4	38 3	23 2	39 11	39 11	44 1
5th April	66 4	39 3	23 4	39 10	39 1	42 7
15th May	67 11	37 0	23 11	38 1	36 10	37 7
5th July	68 3	36 3	24 3	39 1	37 7	37 9
15th August	67 9	38 9	25 3	41 9	41 10	41 6
10th October	67 6	38 9	25 8	42 —	43 6	43 10
15th November	64 9	41 4	26 3	41 11	46 3	54 10
5th January 1826	64 2	40 11	26 3	43 1	45 9	51 5
5th April	58 2	34 4	23 5	41 11	38 3	41 6
5th July	58 2	29 10	23 7	37 6	37 8	38 7
10th October	56 2	31 11	27 8	40 6	45 9	51 5
5th January 1827	55 2	36 6	29 —	39 10	50 1	53 1
5th April	56 3	39 0	30 7	39 7	47 6	47 6

AVERAGE

CORN.

AVERAGE PRICE of WHEAT, as published in the London Gazette, showing the highest and lowest in each of the years from 1815 to 1826, both inclusive; and specifying such price for each of the said weeks.

	<i>Highest.</i>		<i>Lowest.</i>	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1815 . 15th April	70	3.....	54	8 . 30th December.
1816 . 14th December	103	11.....	53	1 . 13th January.
1817 . 28th June	112	7.....	74	- . 27th September.
1818 . 25th April	91	3.....	78	1 . 22d August.
1819 . 20th February	78	11.....	64	2 . 25th December.
1820 . 5th August	73	9.....	53	11 . 23d December.
1821 . 29th September	70	7.....	46	2 . 29th December.
1822 . 26th January	50	7.....	38	1 . 26th October.
1823 . 14th June	62	5.....	39	11 . 4th January.
1824 . 14th February	67	7.....	53	11 . 18th September.
1825 . 21st May	69	8.....	61	5 . 31st December.
1826 . 28th January	61	4.....	54	1 . 28th October.

AVERAGE PRICES of WHEAT in each week, from January 7, 1826, to June 22, 1827, extracted from the London Gazette.

<i>Quarter.</i>			<i>Quarter.</i>			<i>Quarter.</i>		
1826.	<i>s.</i>	<i>d.</i>	1826.	<i>s.</i>	<i>d.</i>	1827.	<i>s.</i>	<i>d.</i>
January	7..	60 0	July	1..	55 11	January	5..	54 0
	14..	59 5		8..	55 11		12..	53 10
	21..	60 3		15..	56 5		19..	53 2
	28..	61 4		22..	56 10		26..	53 0
February	4..	61 1		29..	57 4	February	2..	53 10
	11..	60 0	August	5..	57 7		9..	53 5
	18..	58 8		12..	57 2		16..	53 4
	25..	57 6		19..	56 6		23..	53 8
March	4..	56 5		26..	55 8	March	2..	54 0
	11..	55 11	September	1..	55 8		9..	54 10
	18..	54 11		8..	56 3		16..	56 9
	25..	55 1		15..	55 11		23..	56 10
April	1..	56 5		22..	55 0		30..	56 1
	8..	58 6		29..	54 11	April	6..	56 3
	15..	59 4	October	6..	54 9		13..	56 4
	22..	60 1		13..	54 6		20..	56 0
	29..	60 9		20..	54 3		27..	56 2
May	6..	60 5		27..	54 1	May	4..	56 1
	13..	59 10	November	3..	54 3		11..	56 8
	20..	57 4		10..	55 0		18..	57 6
	27..	57 4		17..	55 9		25..	58 0
June	3..	57 3		24..	55 11	June	1..	58 4
	10..	57 5	December	1..	56 6		8..	57 11
	17..	56 7		8..	56 5		15..	58 2
	24..	56 5		15..	56 4		22..	59 10
				22..	55 6		29..	60 7
				29..	54 4			

July 10, 1827.

AGGREGATE Average Prices of the several kinds of Grain, for the last six weeks, by which the duty on Foreign Corn now in Bond is regulated, viz. Wheat 60s. 7d.; Barley 42s. 5d.; Oats 29s. 7d.; Rye 44s. 4d.; Beans 52s. 1d.; Peas 50s. 1d.

CORN.

WHEAT, WHEAT MEAL, and WHEAT FLOUR, Imported from Ireland into Great Britain in the following years.

	Wheat, Wheat-meal, and Wheat-flour.		Oats and Oatmeal.	
	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>
Average of eight years from } Jan. 5, 1799 to Jan. 5, 1806. }	44,877	4	222,030	5
Average of eight years from } Jan. 5, 1820 to Jan. 5, 1827. }	382,353	4	1,087,314	1

WHEAT and WHEATEN-FLOUR imported into Great Britain from Ireland, in one year, since the year 1815.

The quantity imported in the year ending 5th January 1822, being the largest Annual Importation from Ireland since the year 1815, was

Qrs. *bus.*
569,700. 4.

FOREIGN CORN, GRAIN, MEAL and FLOUR, Imported into Great Britain and Ireland, in Foreign Ships, from the year 1824, to the end of 1826, distinguishing each year.

Species.	Year 1824.			
	In Foreign Ships.		In British Ships	
			Total Import.	
Barley and Barley Meal.....	1 5,999	5	13,035	0
Beans.....	1,685	3	400	5
Indian Corn and Meal	91	4	.....	91 4
Oats and Oatmeal	386,461	5	102,154	2
Pease	3,951	2	873	6
Rye and Ryemeal .....	.....	.....	853	7
Wheat and Wheat Flour	62,779	1	24,308	6
Total.....	470,968	4	141,626	2
	Year 1825.			
Barley and Barley Meal.....	245,839	6	184,097	1
Beans	7,320	3	3,424	2
Indian Corn and Meal	73	3	.....	73 3
Oats and Oatmeal	146,144	3	61,245	6
Pease	6,000	7	10,681	3
Rye and Ryemeal	1,388	1	2,469	4
Wheat and Wheat Flour	141,626	4	250,526	3
Total.....	548,393	3	512,444	3
	Year 1826.			
Barley and Barley Meal.....	157,781	4	121,798	1
Beans	51,964	6	71,820	4
Indian Corn and Meal	2,070	4	4,298	1
Oats and Oatmeal	623,041	4	502,246	2
Pease	25,302	1	39,460	0
Rye and Ryemeal	33,356	0	34,541	2
Wheat and Wheat Flour	245,414	2	338,732	4
Total.....	1,138,930	5	1,112,896	6

FOREIGN

CORN.

FOREIGN GRAIN, MEAL and FLOUR, Warehoused, in the United Kingdom,
upon 5th January, 1826.

	Barley.	Beans.	Oats.	Rye.	Wheat.	Total of Grain.	Total of Meal & Flour
Total	<i>Qrs.</i> 171,933 <i>bus.</i> 1	<i>Qrs.</i> 11,129 <i>bus.</i> 4	<i>Qrs.</i> 196,511 <i>bus.</i> 5	<i>Qrs.</i> 4,557 <i>bus.</i> 4	<i>Qrs.</i> 274,771 <i>bus.</i> 3	<i>Qrs.</i> 661,349 <i>bus.</i> 4	<i>Cwt.</i> 85,521 <i>qr.</i> 1 <i>lb.</i> 27

FOREIGN GRAIN, MEAL and FLOUR, Imported into the United Kingdom,
between 5th January, 1826, and 5th January, 1827.

	Barley.		Beans.		Oats.		Rye.		Wheat.		Total of Grain.		Total of Meal & Flour
	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Cwt. qr. lb.</i>
Total	279,579	5	123,727	1	1,124,868	5	67,896	7	563,216	1	2,230,475	4	73,922 1 24

FOREIGN GRAIN, MEAL and FLOUR, admitted into Home Consumption in
the United Kingdom, between 5th January, 1826, and 5th January, 1827.

	Barley.		Beans.		Oats.		Rye.		Wheat.		Total of Grain.	Total of Meal & Flour	
Total	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Qrs.</i>	<i>bus.</i>	<i>Cwt. qr. lb.</i>
	334,851	5	127,131	5	1,189,000	2	67,269	3	305,285	5	2,092,591	3	65,959 3 2

QUANTITIES Remaining in Warehouse, 5th January, 1827.

	Barley.	Beans.	Oats.	Rye.	Wheat.	Total of Grain.	Total of Meal & Flour
Total	<i>Qrs. bus.</i> 108,961 0	<i>Qrs. bus.</i> 6,095 0	<i>Qrs. bus.</i> 120 317 6	<i>Qrs. bus.</i> 4,865 4	<i>Qrs. bus.</i> 518,865 2	<i>Qrs. bus.</i> 762,236 2	<i>Cwt. qr. lb.</i> 67,106 0 3

MONEYS received for Duties payable upon Foreign Corn and Grain, Meal and Flour, imported into Great Britain and Ireland, and taken out of Warehouse for Home Consumption, since 1815; distinguishing the amount in each year.

	£.	s.	d.
Year 1816.....	—	—	—
1817.....	—	—	—
1818.....	—	—	—
1819.....	—	—	—
1820.....	—	—	—
1821.....	—	—	—
1822.....	—	—	—
1823.....	10,310	4	3 $\frac{3}{4}$
1824.....	52,668	15	2 $\frac{1}{4}$
1825.....	260,488	18	8
1826.....	311,243	9	— $\frac{1}{2}$
1827 to 27th February..	18,277	14	8

D 19

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AVERAGE

CORN—*Guernsey, &c.*

AVERAGE PRICE of CORN in the Island of Guernsey, for the years 1821 to 1826, both inclusive.

Years.	Wheat. per English Qur.		Barley per ditto.		Oats per ditto.		Rye per ditto.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1821.....	42	6	22	—	19	—	none	
1822.....	38	9	18	—	18	—	—	
1823.....	37	6	20	—	17	—	—	
1824.....	35	—	22	—	17	—	—	
1825.....	32	6	20	—	19	—	—	
1826.....	27	6	24	—	23	—	—	

The above Averages on Wheat are for Red; White Dantzic may be stated to have been sold 2*s.* per quarter higher. The above calculations are made in Guernsey currency, from which, upon the average, 6 per cent. may be deducted.

The Guernsey quarter consists of 4 bushels, 10 of which are equal to 8 bushels or 1 quarter, Winchester measure.

PRICE of WHEAT for the under-mentioned years; as fixed by the Royal Court of Guernsey.

Years.	Price per Guernsey Quarter.		Price per English Quarter of Eight Winchester Bushels.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1821	18	—	45	—
1822	15	9	39	4
1823	15	—	37	6
1824	14	—	35	—
1825	13	—	32	6
1826	not fixed, will be so Michaelmas, 1827.			

The Corn imported here is taken in at Antwerp, Rotterdam, Rostock, Copenhagen, and Dantzic. Much of it is of an inferior quality.

Wheat, which cannot be disposed of here, is made into biscuit, and forwarded to Newfoundland.

RUSSIA.

Extract of Tariff of 1822 now in force.

Per one imperial quarter.

	Import.		Export.	
	By Land.	By Sea.	By Land or Sea.	
Rye	10	8 4	1½	
Wheat	15	12 6	3	
Oats	7½	6 3	1½	
Barley	10	8 4	1½	

In sterling money, at the exchange of 10*d.* per 1 rouble.

WHEAT

CORN.—*Russia.*

WHEAT Exported from Archangel from the year 1802 to 1825 inclusive, reduced from the Russian measure into English quarters of eight bushels; with the Average Prices, reduced into English money at the average annual current rate of exchange.

Total of 24 years from 1802 to 1825 (a)	Qrs. 652,548
Average Annual Quantity	27,189
Average Price (b)	28s. 10½d. the quarter.

CORN shipped from the Port of Libau from the year 1820 to 1825.

Year.	Wheat. q. w.m.	Rye. q. w.m.	Barley. q. w.m.	Oats. q. w.m.
1820.....	1,822	58,115	42,969	9,322
1821.....	729	32,041	28,329	6,240
1822.....	1,387	13,096	21,327	9,204
1823.....	305	22,325	43,181	3,023
1824.....	—	5,687	29,704	3,761
1825.....	177	18,212	28,940	693

CORN shipped from the Port of Windaw, from the year 1820 to the present time.

Year.	Wheat. q. w.m.	Rye. q. w.m.	Barley. q. w.m.	Oats. q. w.m.
1820.....	95	10,172	3,722	1,976
1821.....	—	5,414	1,354	—
1822.....	13	3,554	3,474	—
1823.....	—	3,087	6,232	—
1824.....	—	2,016	4,318	—
1825.....	76	82	7,654	774

AVERAGE PRICES of GRAIN, during the following years, calculated at the Average Exchange of each year.

Exchange.

Year.	Silver Copecs to the £. Sterling.	Wheat. q. w.m.	Rye. q. w.m.	Barley. q. w.m.	Oats. q. w.m.
1820.....	624	26 7	17 11	13 7	9 2
1821.....	650	23 —	15 2	12 4	7 8
1822.....	646	23 7	14 10	12 6	7 10
1823.....	659	23 3	16 7	13 5	8 4
1824.....	655	19 5	11 2	9 5	7 9
1825.....	611	19 11	10 10	10 —	7 4

(a) No Wheat exported in the year 1807.

(b) The highest price was in 1817, 57s. 2d. The lowest in 1822, 4s. 2d. the quarter.

CORN.—*Russia.*

WHEAT Exported from the Port of Riga, the Capital of the Province of Livonia, from the year 1783 to 1825.

	Quarters.
From 1783 to 1793.....	269,628
1793 to 1804.....	575,362
1804 to 1815.....	290,449
1815 to 1825.....	269,447
Total.....	1,404,886
Average of 43 years.....	32,671

Export was prohibited in 1808.

PRICES of WHEAT, the produce of Livonia, and of the surrounding Provinces, as paid to the Inland Dealer, delivered at the Port of Riga, from the year 1800 to 1826, by Winchester Measure.

Per Last
of about
 $11\frac{3}{4}$ Quarters.
Rix Dollars.

Average from 1800 to 1810..... 110

Average from 1800 to 1826..... 112

Highest Prices in 1817, 190, and in 1818, 180; Lowest Price in 1825, 67, and in 1826, 73.

WHEAT exported from St. Petersburg, from 1791 to 1815, and the Average Prices, in Sterling Money, on the spot.

	Quarters Imperial measure.
From 1791 to 1825. Total 33 years	931,079
Average quantity.....	28,214
	s. d.
Average price.....	34 5 $\frac{1}{2}$

Prices in September, 1826. Exchange at 10*d.* Sterling, per rouble B. N. *viz.* Wheat, 25*s.* 4*d.*; Rye, 17*s.* 3*d.*; Barley, 13*s.* 9*d.*; Oats, 13*s.* 9*d.*; the Winchester Quarter.

Remarks.—There is no law to prevent the exportation of Corn from this city, nevertheless a written permit must be obtained from its local authorities; in fact they are rated in the tariff as articles of both export and import.

Within a few days after receipt of the information, that the Ports of Great Britain would be open for the importation of Oats, a purchase of 5,072 quarters, Imperial measure, of the same was made here by an English house, which had the effect of raising the price for home consumption 25 per cent, and the consequence was, a prohibition to export any more.

RYE Exported from St. Petersburg, from 1813 to 1820, and the Average Prices, in Sterling Money, on the spot.

Years.	Quarters, Imperial Measure.	Price in Sterling Money per Quarter Imperial Measure.
1813.....	6,822	28 <i>s.</i> 6 <i>d.</i>
1814.....	14,801	24 2
1815.....	17,708	24 —
1816.....	31,580	23 —
1817.....	441,664	32 11
1818.....	123,551	29 8
1819.....	40,924	25 3
1820.....	9,153	17 3

No Exportation in the years not enumerated.

WHEAT

CORN.—*Russia.*

WHEAT Exported from St. Petersburg, from 1768 to 1790; no prices obtainable.

Years.	Quarters, Imperial Measure.
1768.....	1,451
1773.....	898
1774.....	8,634
1775.....	13,164
1777.....	12,165
1779.....	45,405
1780.....	13,782
1781.....	8,764
1782.....	6,208
1783.....	12,646
1784.....	16,793
1785.....	3,822
1786.....	7,651
1790.....	7,974

No exportation in the years not enumerated, nor any prices obtainable.

RYE Exported from St. Petersburg, from 1779 to 1802; no prices obtainable.

Years.	Quarters, Imperial Measure.
1779.....	835
1782.....	1,479
1783.....	22,788
1784.....	47,792
1785.....	7,263
1786.....	13,504
1801.....	28,968
1802.....	3,643

No Rye has been Exported in the years not enumerated, nor any prices obtainable.

ODESSA.

Prices in December 1826, at Current Rate of Exchange of 23r. 80c. per £ sterling, viz. Wheat, hard, 19s. 2d. soft 15s. 8d. Rye 5s. 10d. Barley 5s. 10d. Oats, 7s. the Winchester Quarter.

Remarks.—The prices of soft Wheat here quoted, are those of the very best quality; the prices of inferior ditto may be taken at 5s. 6d. per quarter lower upon an average.

Shipping very scarce and freights to Leghorn, Trieste, Genoa, &c. rose to the excessive rate of 16s. per quarter.

Wheat very much in demand the middle of December; but no ships to be had, and money very scarce.

SWEDEN.

AVERAGE Prices of Grain in Sweden, during Ten Years, from 1816 to 1825.

	Wheat.			Barley.	
Years.	Average Exchange for the £ Sterling, in Swedish Bank Paper.			Exchange Quarter Sterling, at Average Exchange for Bank Paper.	
	<i>Rd.</i>	<i>Sk.</i>		<i>Skh.</i>	<i>d.</i>
1820	12	20 $\frac{1}{4}$	.....	22	9
1821	11	40	.....	18	9
1822	11	42 $\frac{1}{3}$	.....	20	2
1823	12	1 $\frac{1}{2}$	.....	18	2
1824	12	10 $\frac{5}{12}$	.....	17	11
1825	11	27 $\frac{1}{4}$	.....	19	6
D 21			* AVERAGE		

CORN.—*Sweden.*

AVERAGE PRICE of Grain in Sweden in the following years.

Years.	Swedish Price, per Barrel.			Sterling Price per Quarter, at par of Exchange.
	<i>Rd.</i>	<i>sk.</i>	<i>r.</i>	
From 1624 to 1632....	2	0	2	15s. 11d.
1633 .. 1638....	2	5	4	16 9
1639 .. 1648....	1	39	10	14 7
1649 .. 1660....	2	32	7	21 4
1661 .. 1665....	2	25	3	20 1
1666 .. 1673....	1	29	6	12 11
1674 .. 1680....	1	43	7	15 2
1681 .. 1709....	2	11	10	17 9
1710 .. 1714....	1	46	5	15 7
1715 .. 1719....	2	30	2	13 0
1720 .. 1740....	2	8	8	17 5
1741 .. 1756....	2	28	4	20 6
1757 .. 1776....	2	42	7	23 0
1777 .. 1790....	2	31	9	20 8
1791 .. 1803....	3	29	8	28 10
1803 .. 1816....	4	13	0	33 11
Bank Money.				
1816 .. 1825....	7	7	0	22 2

COMPARATIVE Statement of the Average Prices in Sweden and in England, of a Barrel of Grain, consisting half of Rye and the other half of Barley, at different periods between 1449 and 1816, reduced into Sterling at the par of Exchange.

Years.		Average Price in England of a Measure equal to a Swedish Barrel.			Average Price in Sweden of the Measure, called a Barrel, equal to $4\frac{2}{3}$ English Bushels.		
		Sterling per Barrel.		Swedish Specie per Barrel.	Sterling per Barrel.		Swedish Specie per Barrel.
From	to	<i>Sh.</i>	<i>d.</i>	<i>Rxd. sk. r.</i>	<i>Sh.</i>	<i>d.</i>	<i>Rxd. sk. r.</i>
—	1449	5	5	1 8 1	0	8	0 7 6
—	1555	3	10 $\frac{1}{2}$	0 40 2	4	7 $\frac{1}{2}$	1 0 0
1633	1638	17	2	3 33 9	9 9		2 5 4
1638	1700	17	7	3 38 1	9 7		2 3 2
1701	1720	15	2	3 13 0	10 6		2 12 11
1721	1740	13	10	2 47 4	10 6		2 8 8
1741	1756	12	10	2 37 0	11 11		2 28 4
1756	1776	13	6	2 43 10	13 5		2 42 7
1777	1790 .....	.....	.....	.....	12 3		2 31 9
1791	1802 .....	.....	.....	.....	16 10		3 29 8
1803	1814 .....	.....	.....	.....	19 10		4 13 0
1815	—	31	0	6 32 10	14 1		3 1 11

PRICES

CORN.—Sweden.

PRICES of Wheat at Gottenburg from the year 1813 to 5th of October 1826, reckoned by the Swedish Barrel of 4 7-8ths English Bushels.

	Dols. sk. rs.				
1813	10	—	—	1820	} Unknown.
1814	15	16	—	1821	
1815	12	32	—	1822	
1816	7	16	—	1823	
1817	17	16	—	1824	
1818	13	16	—	1825	
1819	15	—	—	1826	13 16 0

Price in September 1826, at Current Rate of Exchange of 12 rix d. ban. per £ sterling, viz. Wheat 34s. 9d. Rye 30s. 10d. Barley 20s. 3d. Oats 15s. 5d. the quarter, Winchester Measure.

Remarks.—The exportation of all sorts of grain is at present permitted from Sweden.

The duty and shipping charges, exclusive of Commission, will amount to about 1s. sterling the Winchester Quarter.

PRICES OF GRAIN AT STOCKHOLM.

Stockholm, 20th October, 1826. Exchange 13 Rix. d. per £.

		Per Swedish Barrel Bank Money.			Per English Quarter in Sterling.		
		Rd. sk. r.			£. s. d.		
Prices at Stockholm, 20th October, 1826.	Wheat	12	32	—	—	33	4
	Rye	11	12	—	—	29	8
	Barley	10	4	—	—	26	7
	Oats	7	24	—	—	19	9

The Prices in October last year, were as follows:

Prices at Stockholm, October, 1825.	Wheat	7	8	—	—	18	11
	Rye	6	24	—	—	17	2
	Barley	4	21	—	—	11	8
	Oats	2	36	—	—	7	3

TABLE of EXCHANGE at STOCKHOLM, in Rix Dollars, Bank Money for the £. Sterling, at the close of each month, during ten successive years, 1816 to 1825, with the average of each year.

	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.
Boo Rix. d.	130 0	117 4	114 16	134 11	149 3	142 0	142 28	144 23	146 29	138 39
Average Ex- change p£. Stg Boo Rix d.	10 40	9 36½	9 25½	11 8½ 12	12 20¼	11 40	11 42½	12 1½ 12	12 10½ 12	11 27¼

CORN.—Norway.

AVERAGE PRICE of WHEAT at Christiana from the year 1786 to the year 1826.

By the Winchester Quarter.

	£	s.	d.
Average from 1786 to 1796.....	2	2	2 $\frac{1}{4}$
1796 to 1806.....	2	19	0 $\frac{1}{4}$
1806 to 1816.....	3	1	5 $\frac{1}{2}$
1816 to 1826.....	2	0	3 $\frac{3}{4}$
Total.....	10	2	11 $\frac{3}{4}$
Average Price of 41 years.....	2	10	8 $\frac{3}{4}$

Prices in September, 1826, at Par of Exchange of 4 dol. 44 sks. per £ sterling, viz. Wheat 45s. 9d. Rye 36s. 7d. Barley 31s. 1d. Oats 20s. 1d.

Remarks.—Since the opening of the Ports in England, there has been scarcely any arrivals of Corn from Denmark at this port, the markets in England offering better prices than those in this country, which circumstance has caused a considerable advance in the prices of Corn here.

In the year 1819, specie dollars were put in circulation at Christiana, and accounts have since been kept exclusively in them. At the par of exchange about 4 $\frac{1}{2}$ specie dollars make a £. 1. sterling, but they have fluctuated a good deal.

24 shillings make one mark.

5 marks make one specie dollar.

PRUSSIA.

GRAIN Exported from Dantzic.

Remarks.—The cubical contents of the last have remained unaltered during the whole period from 1700 till now, although it formerly had 60 Dantzic sheffels, and now has 56 $\frac{1}{2}$ Prussian sheffels; the difference being only in the size of the Dantzic and Prussian Sheffels. In 1823, the *form* of the Prussian sheffel was indeed altered, being made narrower and deeper, by which it was supposed to yield rather better measure; in consequence of which the last was reckoned at about 11 quarters, in the lists since 1822; but the last is here taken at 10 $\frac{3}{4}$ quarters for the whole period, being tolerably correct, and for the sake of uniformity.

The quantities stated as exported, probably contain, till 1793, the quantities consumed in the town, which are most considerable of Rye, being the grain chiefly used for bread and distilling; but from 1794 the quantities are taken from the Custom House Lists of Exports.

The following errors are in the list of which Mr. Jacob got a copy:—

In 1706 the export was 18,621 lasts of Rye, instead of 18,021 lasts as noted.

1706.....	5	....	Oats	.....	3
1730.....	17,277	....	Rye	.....	12,277
1738.....	3,203	....	—	.....	8,203
1751.....	32,053	....	—	.....	31,362
1756.....	14,567	....	—	.....	14,576
1761.....	11,418	....	—	.....	11,478
1762.....	1,983	....	Oats	.....	1,903

which errors are here rectified.

WHEAT

CORN.—Prussia.

AVERAGE PRICES of WHEAT at Dantzic, per Winchester Quarter, in Sterling Money.

	s.	d.		s.	d.		s.	d.		s.	d.
1787....	29	2	1797....	33	1	1807....	—		1817....	75	8
8....	29	1	8....	32	10	8....	—		8....	64	7
9....	43	8	9....	46	10	9....	42	10	9....	43	9
1790....	40	4	1800....	73	9	1810....	53	4	1820....	33	3
1....	32	10a	1....	78	11	1....	36	3	1....	31	7
1....	30	3a	2....	53	5	2....	—		2....	29	1
2....	29	0	3....	46	3	3....	—		3....	26	8
3....	32	0	4....	53	3	4....	47	5	4....	22	9
4....	36	0	5....	69	10	5....	46	1	5....	23	3
5....	57	9	6....	58	6	6....	57	4	6....	23	1
6....	54	3									

WHEAT Exported from Dantzic.

Year.	Wheat. Lasts.	Quarters.	Year.	Wheat. Lasts.	Quarters.
1777	13,968	 150,156	1802	52,416	 563,472
1778	11,506	 123,689 $\frac{1}{2}$	1803	34,149	 367,101 $\frac{3}{4}$
1779	10,559	 113,509 $\frac{1}{2}$	1804	41,787	 449,210 $\frac{1}{4}$
1780	9,821	 105,575 $\frac{3}{4}$	1805	44,920	 482,890
1781	5,239	 56,319 $\frac{1}{4}$	1806b....	5,874	 63,145 $\frac{1}{2}$
1782	3,456	 37,152	1807	-	 -
1783	16,910	 181,782 $\frac{1}{2}$	1808	-	 -
1784	16,604	 178,493	1809	-	 -
1785	14,167	 152,295 $\frac{1}{2}$	1810	19,135	 205,701 $\frac{1}{4}$
1786	7,386	 79,399 $\frac{1}{2}$	1811	4,284	 46,053
1787	5,431	 58,383 $\frac{3}{4}$	1812	-	 -
1788	3,091	 41,935 $\frac{3}{4}$	1813	-	 -
1789	8,495	 91,321 $\frac{1}{4}$	1814	5,818	 62,543 $\frac{1}{2}$
1790	6,904	 74,218	1815	1,479	 15,899 $\frac{1}{4}$
1791	12,119	 130,279 $\frac{1}{4}$	1816	12,807	 137,675 $\frac{1}{4}$
1792	9,853	 105,919 $\frac{3}{4}$	1817	21,162	 227,491 $\frac{1}{2}$
1793	16,555	 177,966 $\frac{1}{4}$	1818	26,947	 289,680 $\frac{1}{4}$
1794	18,773	 201,809 $\frac{3}{4}$	1819	11,732	 126,119
1795	13,774	 148,070 $\frac{1}{2}$	1820	30,001	 322,510 $\frac{3}{4}$
1796	26,881	 288,970 $\frac{3}{4}$	1821	13,072	 140,524
1797	23,984	 257,828	1822	2,571	 27,638 $\frac{1}{4}$
1798	26,348	 283,241	1823	5,352	 57,534
1799	25,024	 269,008	1824	5,296	 56,932
1800	40,863	 439,277 $\frac{1}{4}$	1825	9,880	 106,210
1801	37,603	 404,232 $\frac{1}{4}$	1826	23,030	 247,572 $\frac{1}{2}$

(a) This appears to be a mistake, but being so in the original, it could not be altered.

(b) From 1806 to 1813, the Export was materially impeded by war with England and the blockade of the town.

CORN.—*Prussia.*

AVERAGE PRICES of WHEAT at Königsberg, from the year 1765 to the year 1825, inclusive, reduced into English Measure and Currency, at the Par of Exchange (fls. 20—£. 1. ster.) and in the proportion of 10 $\frac{3}{4}$ Winchester Quarters to the Last.

	Fls.
Average from 1765 to 1775.....	281
1775 to 1785.....	212
1785 to 1795.....	294
1795 to 1805.....	412
1805 to 1815.....	445
1815 to 1825.....	373
	2,017

Average Price of 61 years..... 33

Prices of Corn in June, 1826, at Par of Exchange of 20 florins per £ sterling, viz. Wheat 18s. 5d. Rye 11s. 6d. Barley 7s. 4d. Oats 6s. 10d. the Winchester Quarter.—*Free on Board.* The very best quality of Wheat, fit for the London Market, at from 24s. to 27s. per quarter. And ditto ditto of Oats, at 9s. 6d. per quarter. (a)

Dantzic Price of Wheat in September, 1826, Exchange at Par of 19fl. 15gr. Wheat 23s. 3d. Rye 12s. 1d. Barley 11s. 8d. Oats 11s. 2d. the Winchester Quarter.

ITALY.

Price of a Quarter of Wheat in Sterling Money, at the Port of Trieste, during a series of years, from 1801 to 1825 inclusive; with Remarks, tending to explain the causes of the fluctuation in the Prices.

Year	s.	d.	Year	s.	d.
1801	19	—	1814	28	—
1802	19	6	1815	31	—
1803	22	—	1816	42	—
1804	23	—	1817	55	—
1805	26	—	1818	58	—
1806	27	6	1819	30	—
1807	26	—	1820	29	—
1808	27	—	1821	28	—
1809	28	—	1822	27	—
1810	27	6	1823	26	—
1811	27	—	1824	24	—
1812	26	6	1825	21	—
1813	26	—			

(a) During most of the years in which exportation of corn took place, the exchange on England has been below par, so that grain was considerably dearer in English money than appears here. Of the exact state of the exchange during the different periods, no accounts can be obtained; the average rate is supposed to be about 18 florins for a pound sterling. The French war occasionally brought it down to 14 florins.

In the years 1816 and 1817 the price of the finest description of Wheat was at one time 1,200fls. per last, about 120s. per quarter.

PRICES

CORN.—Italy.

PRICES of WHEAT at Fiume, for the following years, which is reduced to English Money per Quarter, at the Par of 9*l.* 25*s.* per *£.* Sterling.

Year		Price per Imperial Quarter in English Money, at Par of 9 <i>l.</i> 25 <i>s.</i> per <i>£.</i> Sterling.		Year		Price per Imperial Quarter in English Money, at Par of 9 <i>l.</i> 25 <i>s.</i> per <i>£.</i> Sterling.	
		<i>s.</i>	<i>d.</i>			<i>s.</i>	<i>d.</i>
1808	.....	37	1	1818	.....	44	6
1809	.....	43	8	1819	.....	31	4
1810	.....	59	6	1820	.....	29	9
1811	.....	44	6	1821	.....	37	1
1812	.....	41	2	1822	.....	33	9
1813	.....	42	10	1823	.....	29	9
1814	.....	51	10	1824	.....	24	8
1815	.....	65	1	1825	.....	21	5
1816	.....	88	11	1826	.....	16	9 (a)
1817	.....	77	5				

GERMANY.

QUANTITIES of WHEAT exported from Hamburg from the year 1792 to 1825.

From 1792 to 1801	(b) 1,236,940
1801 to 1811	115,400
1811 to 1821	428,910
1821 to 1825	128,020

Total 1,909,270

Average of 34 years 56,155

AVERAGE PRICES of WHEAT at Hamburg from the year 1776 to the year 1825 inclusive.

	<i>s.</i>	<i>d.</i>
Average from 1776 to 1786	26	7½
1786 to 1796	36	2¾
1796 to 1806	52	2½
1806 to 1816	51	3
1816 to 1825	40	10½
	207	2¼
Average Price of 50 years	41	5¼

Prices in September, 1826, at Par of Exchange of 34*s.* 11½*fl.* per *£.* Sterling. Wheat 21*s.*; Rye 18*s.* 10*d.*; Barley 17*s.* 2*d.*; Oats 18*s.* 4*d.* the Winchester quarter.

Remarks.—It is also always necessary to bear in mind that the prices given in this return, are those paid to the farmer taken at an average, which includes grain of all sorts: but such as would be shipped to England, including free on board, would be as follows:—

Wheat 15 <i>s.</i> 6 <i>d.</i> to 24 <i>s.</i> 10 <i>d.</i> per quarter, Winchester measure.		
Rye 13 <i>s.</i> 2 <i>d.</i> to 17 <i>s.</i> 6 <i>d.</i>	ditto	ditto
Barley 10 <i>s.</i> to 12 <i>s.</i> 6 <i>d.</i>	ditto	ditto
Oats 6 <i>s.</i> to 9 <i>s.</i> 3 <i>d.</i>	ditto	ditto

(a) It is to be remarked, that the navigation to and from the ports of this district, and Adriatic Sea, is by no means difficult or dangerous, but easy, with the common necessary precautions of navigation, and therefore much safer, and also nearer to the respective ports in the Mediterranean, as also to the coasts of Portugal, France, England, &c. than from the port of Odessa in the Black Sea, in which navigation there is danger and risque; consequently the expenses of freight of insurance will be always less from the ports of this district to any port either within or without the Mediterranean, than from Odessa to any of such ports.

(b) Description of measure not stated in the original.

CORN.—*Germany.*

AVERAGE PRICE of CORN in the Dresden Market, from the year 1800 to 1824.

The scheffel contains 5,406 French cubic inches, and weighs upon an average, as follows:

	Cwt.	lb.
The scheffel of Rye.....	1	53
Wheat.....	1	63
Barley.....	1	22
Oats.....	0	104

Hamburgh Weight.

Note of the Translator.—The scheffel, as compared with English measure, is equal to $3\frac{1}{20}$ Winchester bushels. The Saxon dollar, according to the present rate of exchange, is worth three shillings sterling; the groschen, of which 24 make a dollar, is equal to $1\frac{1}{2}d.$ sterling, and the pfennig, of which 12 make a groschen, is equal to $\frac{1}{8}$ of a penny, or half a farthing, or a doit, as it was formerly called in England. As the amount in very few of the following sums amounts to 20s. it has been deemed more convenient not to introduce the denomination of £1. sterling at all.

Years.	Rye.		Wheat.		Barley.		Oats.	
	s.	d.	s.	d.	s.	d.	s.	d.
1800.....	10	$7\frac{1}{2}$	13	$7\frac{1}{2}$	6	$10\frac{1}{2}$	5	$1\frac{1}{2}$
1801.....	9	$4\frac{1}{2}$	13	$4\frac{1}{2}$	7	3	4	6
1802.....	10	9	16	$10\frac{1}{2}$	8	$10\frac{1}{2}$	6	6
1803.....	13	—	19	$1\frac{1}{2}$	9	$4\frac{1}{2}$	7	3
1804.....	15	3	19	$1\frac{1}{2}$	10	—	6	$4\frac{1}{2}$
1805.....	22	$10\frac{1}{2}$	26	6	17	$7\frac{1}{2}$	12	$4\frac{1}{2}$
1806.....	18	$1\frac{1}{2}$	22	6	15	$10\frac{1}{2}$	10	6
1807.....	11	$4\frac{1}{2}$	15	$4\frac{1}{2}$	8	3	6	$1\frac{1}{2}$
1808.....	14	—	18	$10\frac{1}{2}$	10	$10\frac{1}{2}$	7	6
1809.....	10	9	13	—	7	9	5	$7\frac{1}{2}$
1810.....	8	0	9	9	6	$10\frac{1}{2}$	4	9
1811.....	8	$4\frac{1}{2}$	12	$7\frac{1}{2}$	6	6	4	3
1812.....	13	$1\frac{1}{2}$	19	—	8	3	5	$7\frac{1}{2}$
1813.....	17	6	23	6	13	6	10	$10\frac{1}{2}$
1814.....	17	3	19	—	11	3	10	3
1815.....	12	—	15	9	7	$10\frac{1}{2}$	5	6
1816.....	15	$4\frac{1}{2}$	21	—	10	$4\frac{1}{2}$	6	$10\frac{1}{2}$
1817.....	19	$10\frac{1}{2}$	24	9	15	—	8	$7\frac{1}{2}$
1818.....	12	$7\frac{1}{2}$	17	9	9	6	7	3
1819.....	8	$1\frac{1}{2}$	12	$7\frac{1}{2}$	6	$7\frac{1}{2}$	5	$7\frac{1}{2}$
1820.....	7	3	11	3	6	$1\frac{1}{2}$	5	$1\frac{1}{2}$
1821.....	7	$7\frac{1}{2}$	12	6	6	$1\frac{1}{2}$	4	$10\frac{1}{2}$
1822.....	8	9	12	6	7	$1\frac{1}{2}$	6	$1\frac{1}{2}$
1823.....	10	—	12	3	7	$10\frac{1}{2}$	6	$1\frac{1}{2}$
1824.....	6	—	9	$10\frac{1}{2}$	4	$4\frac{1}{2}$	3	6

CORN.—*Netherlands.*

LIST of DUTIES by which the Importations of Foreign Corn (from whatever parts of the world) are regulated in the Kingdom of the Netherlands, without having regard to the state of price of its own produce.

	Duty per British Quarter in Pence.
Wheat at <i>fl.</i> 11. 25 cents. per 1,000lb. new weight or former kilogrammes. Average weight of 1 hectolitre 80 lb.; thus, 1,000 lb. contain $12\frac{1}{2}$ hectolitres; now 20 hectolitres being 7 quarters (as near as possible) $12\frac{1}{2}$ hectolitres contain $4\frac{3}{8}$ quarters; $4\frac{3}{8}$ quarters admissible at <i>fl.</i> $11\frac{1}{2}$ render the quarter at <i>fl.</i> 2 $\frac{1}{4}$. The average exchange <i>fl.</i> 12 per £. sterling, yields the British quarter at 4s. 3 $\frac{3}{4}$ d.	51 $\frac{3}{4}$
Rye at <i>fl.</i> 7. 50 cents. per 1,000 lb. weight, as above. Average weight per hectolitre 70 lb.; thus 1,000 lb. contain $14\frac{2}{3}$ hectolitres; again 20 hectolitres being 7 quarters; $14\frac{2}{3}$ hect. give 5 quarters; 5 quarters per <i>fl.</i> 7. 50. render the quarter at <i>fl.</i> 1. 50 cents. or at the above exchange 2s. 6d. or	30
Barley at <i>fl.</i> 12 per last of 30 hectolitres, or $10\frac{1}{2}$ quarters, yields at the same exchange, the quarter at 1s. 10 $\frac{1}{2}$ d. or	22 $\frac{5}{8}$
Oats at <i>fl.</i> 7 per last of 30 hectolitres, or $10\frac{1}{2}$ quarters, yields when reduced by the same rate of exchange, the quarter at 1s. 1 $\frac{1}{2}$ d. or	13 $\frac{1}{2}$
Beans at <i>fl.</i> 6 per last, as above, and per same rate of exchange, the quarter is chargeable with 11 $\frac{3}{4}$ d. or	11 $\frac{3}{4}$

QUANTITIES of Grain Exported from and Imported into the Netherlands in the under-mentioned years.

	Exported. Imperial Quarters.	Imported. Imperial Quarters.
1823.		
Wheat.....	26,691	164,471
Rye.....	9,768	271,666
Barley.....	22,000	126,550
Oats	29,580	4,235
	88,039	566,922
1824.		
Wheat.....	53,730	111,817
Rye.....	6,662	139,359
Barley.....	24,720	78,110
Oats	139,960	33,880
	215,072	363,166
1825.		
Wheat.....	62,443	72,498
Rye.....	4,812	115,189
Barley.....	33,030	132,270
Oats	34,930	23,910
	135,215	343,867

CORN.—*Netherlands.*

PRICES of WHEAT at Amsterdam, from the year 1709 to 1785, in gold guilders, of 28 Stivers per last.

Average Price of 74 years, 129 guilders, or *f.* 180, 60 cents per last.

PRICES of Corn at Amsterdam.

Per last, in Guilders of 20 Stivers current.

Years.	Wheat.	Polish.	Rye.	Barley.	Oats.
	Inferior.				
1824..	150 to 175	210 to 250	115 to 140	80 to 130	55 to 95
1825 .	135 - 150	195 - 240	105 - 125	100 - 140	72 - 105
1826..	130 - 145	175 - 205	110 - 122	80 - 100	57 - 72

Price in September, 1826, at Current Rate of Exchange of 40s. 6d. *viz.* Wheat 29s. 10d. ; Rye 25s. 2d. ; Barley 22s. 6d. ; Oats 24s. 1d. the Winchester quarter.

Remarks.—The King has established a new mode of bonding Corn (Wheat and Rye) in this city, in order to facilitate the trade in these articles, in consequence of which, the importer will be allowed to have the corn under his sole controul, and in his private warehouse, and be debited for the amount of the consumption duty, for which he will again be credited on producing proof of the re-exportation of the same, and will only be charged with it on entering corn for home use.

Average Prices of RYE at the Market of Antwerp, since 1780, per Mudde (Hectolitre) in Netherlands Money.

1780	....	<i>f.</i> 4.84	1792	....	<i>f.</i> 4.20	1804	....	<i>f.</i> 4.90	1815	....	<i>f.</i> 6.09
81	....	3.75	93	....	5.54	05	....	5.87	16	....	9.15
82	....	3.78	94	....	4.58	06	....	5.22	17	....	11.27
83	....	4.07	95	....	9.47	07	....	4.63	18	....	8.65
84	....	4.20	96	....	4.47	08	....	4.90	19	....	6.78
85	....	3.82	97	....	3.39	09	....	4.63	20	....	4.76
86	....	4.25	98	....	4.09	10	....	4.45	21	....	3.66
87	....	3.93	99	....	4.79	11	....	5.19	22	....	3.59
88	....	4.31	1800	....	4.79	12	....	7.77	23	....	4.79
89	....	4.52	01	....	5.61	13	....	5.39	24	....	3.00
90	....	3.39	02	....	8.02	14	....	5.64	25	....	3.35
91	....	3.34	03	....	4.84						

Average Prices of WHEAT at the Market of Antwerp, since 1780.

1780	....	<i>f.</i> 6.03	1792	....	<i>f.</i> 6.57	1804	....	<i>f.</i> 8.77	1816	....	<i>f.</i> 12.82
81	....	5.33	93	....	7.86	05	....	11.36	17	....	17.98
82	....	5.58	94	....	8.61	06	....	7.80	18	....	13.85
83	....	6.44	95	....	17.44	07	....	7.05	19	....	9.50
84	....	6.30	96	....	6.78	08	....	7.70	20	....	8.07
85	....	5.97	97	....	6.35	09	....	8.02	21	....	8.95
86	....	5.92	98	....	6.51	10	....	9.20	22	....	6.88
87	....	6.62	99	....	8.24	11	....	9.72	23	....	7.46
88	....	6.67	1800	....	7.70	12	....	14.17	24	....	5.50
89	....	7.05	01	....	10.02	13	....	10.09	25	....	5.74
90	....	5.92	02	....	10.01	14	....	9.30	Average price in the course of 46 years.		
91	....	6.03	03	....	7.21	15	....	8.96			

Average

CORN.—*Netherlands.*

Average Price of OATS at the Market of Antwerp, since 1788.

1788	....	f. 2.16	1798	....	f. 2.37	1808	....	f. 3.70	1818	....	f. 5.24
89	....	2.20	99	....	2.80	09	....	3.73	19	....	4.69
90	....	2.21	1800	....	2.42	10	....	3.15	20	....	3.44
91	....	2.38	01	....	2.23	11	....	2.95	21	....	2.28
92	....	2.46	02	....	3.58	12	....	3.69	22	....	2.15
93	....	2.47	03	....	3.85	13	....	3.25	23	....	3.20
94	....	—	04	....	4.13	14	....	3.00	24	....	2.28
95	....	—	05	....	4.11	15	....	2.96	25	....	2.81
96	....	—	06	....	3.11	16	....	3.60	Average price in the course of 35 years.		
97	....	—	07	....	3.07	17	....	5.21			

Average Price of BARLEY at the Market of Antwerp, since 1788.

1788	....	f. 4.09	1798	....	f. 4.—	1808	....	f. 5.22	1818	....	f. 7.43
89	....	3.72	99	....	3.94	09	....	4.78	19	....	6.59
90	....	3.49	1800	....	3.81	10	....	4.42	20	....	4.30
91	....	4.42	01	....	4.58	11	....	4.13	21	....	3.43
92	....	4.36	02	....	6.71	12	....	6.45	22	....	3.04
93	....	4.33	03	....	7.33	13	....	6.10	23	....	4.49
94	....	—	04	....	4.04	14	....	4.17	24	....	3.16
95	....	—	05	....	5.10	15	....	3.98	25	....	3.85
96	....	—	06	....	3.88	16	....	6.53	Average price in the course of 35 years.		
97	....	3.81	07	....	3.58	17	....	8.17			

Average Price of BUCKWHEAT at the Market of Antwerp, since 1788.

1788	....	f. 3.17	1798	....	f. 3.39	1808	....	f. 5.42	1818	....	f. 8.42
89	....	4.14	99	....	3.12	09	....	4.37	19	....	6.40
90	....	3.07	1800	....	3.20	10	....	3.82	20	....	5.63
91	....	3.12	01	....	5.34	11	....	4.17	21	....	3.87
92	....	3.45	02	....	5.27	12	....	5.92	22	....	2.92
93	....	3.44	03	....	6.44	13	....	5.83	23	....	4.31
94	....	—	04	....	5.23	14	....	4.09	24	....	3.20
95	....	—	05	....	4.72	15	....	4.37	25	....	3.63
96	....	—	06	....	4.92	16	....	7.50	Average price in the course of 35 years.		
97	....	3.56	07	....	5.20	17	....	9.77			

N.B. The Measure explained in this document is the mudde, which is the Dutch name for the hectolitre, it being the same measure.

28½ Mudden, are equal to 10 quarters Winchester measure.

The Netherland guilder is divided into 100 cents. and is equal to the exchange guilder.

f. 11. c. 34¹⁷/₁₀₀ Netherland money, make 1*l.* sterling, at par.

CORN.—*Netherlands.*

Average Price of CORN at the Markets of

BRUGES.				Per Mudde, or Hectolitre.	FURNES.			
1826. Sept. 20th.	Oct. 7th.	Oct. 14th.	Oct. 21st.		Sept. 27th.	Oct. 4th.	Oct. 11th.	Oct. 12th.
<i>fl.</i> 6.87	7.40	7.34	7.40	Wheat -	<i>fl.</i> 6.22	6.24	6.28	6.32
4.93	5.17	5.37	5.35	Rye - -	4.43	4.64	4.71	4.33
3.82	3.91	4.33	4.25	Barley -	3.39	3.40	3.40	3.64
3.51	3.51	4.38	3.84	Buckwheat	—	—	—	—
3.06	3.63	3.61	3.39	Oats - -	2.57	2.56	2.55	2.94
5.18	5.72	5.62	6.29	Beans - -	—	—	—	—

PRICES of Red Wheat, per Hectolitre, in Brabant current Guilders, sold at Antwerp, on 1st January in each year, from 1814 to 1825.

	Cg.		Cg.
1814.....	11	1820.....	10
1815.....	10 $\frac{3}{4}$	1821.....	9
1816.....	11	1882.....	9
1817.....	22	1823.....	8 $\frac{1}{4}$
1818.....	18	1824.....	7
1819.....	13 $\frac{1}{2}$	1825.....	6 $\frac{1}{4}$

Prices in September 1826, at Par of Exchange of 11 *fl.* 6 *st.* 10*d.* per £ sterling, *viz.* Wheat 36*s.* 7*d.* Barley 21*s.* 6*d.* Rye 25*s.* 10*d.* Oats 25*s.* 10*d.* the Winchester Quarter.

Outward New Duty.

Wheat and Rye, per 1000 kilogrammes, 10 cents. and 13.

Barley and Oats, per last of 30 $\frac{1}{2}$ hectolitres, 10 cents. and 13.

PRICE of WHEAT at Dordt, from 1766 to 1825; reckoned at 10 $\frac{1}{4}$ Quarters Imperial per Last. The Exchange taken at Cg 11. 83, the Average of the Gold and Silver Pairs.

	s.	d.
Average from 1766 to 1776.....	45	7 $\frac{3}{4}$
1776 to 1786.....	38	8
1786 to 1796.....	50	4 $\frac{1}{2}$
1796 to 1806.....	68	0 $\frac{1}{4}$
1806 to 1816.....	55	10
1816 to 1826.....	53	2 $\frac{1}{4}$
Total	311	8 $\frac{3}{4}$
Average price of 60 years.....	51	11 $\frac{1}{4}$

PRICES

CORN.—*Netherlands.*

PRICES of CORN Sold upon the Principal Markets of the Province of West Flanders, since the year 1820, up to the 1st of November, 1826.

Average price per Hectolitre, in Francs.

Years.	Wheat.	Rye.	Barley.
1820	15.30	9.33	8.65
1821	16.46	8.42	6.94
1822	14.37	7.64	5.90
1823	14.11	9.14	9.26
1824	11.42	6.09	6.53
1825	12.63	6.87	7.47
1826	13.71	9.84	7.38

PRICES of WHEAT in the district of Louvain, from the year 1786 to 1826, per quarter, Winchester measure, in English money, at the Par of Exchange.

	£	s.	d.
Average from 1786 to 1796	2	3	10 $\frac{1}{4}$
1796 to 1806	2	2	10
1806 to 1816	2	10	10
1816 to 1826	2	2	7 $\frac{3}{4}$
Total	9	0	2
Average price of 40 years	2	5	0 $\frac{1}{2}$

PRICES of WHEAT at Rotterdam, from 1769 to 1825, in Sterling Money per Imperial Quarter, a period of 57 years; reckoned at 10 $\frac{1}{4}$ Quarters Imperial per Last. The Exchange taken at Cg. 11. 83, the Average of the Gold and Silver Pars.

	s.	d.
Average from 1769 to 1779	41	2 $\frac{1}{2}$
1779 to 1789	38	5
1789 to 1799	53	11 $\frac{1}{4}$
1799 to 1809	63	1 $\frac{1}{2}$
1809 to 1819	64	6 $\frac{1}{4}$
1819 to 1826	36	5 $\frac{1}{2}$
Total	297	8
Average Price of 57 years	44	4

Prices in June, 1826, at Par of Exchange of 11 florins per £. Sterling, viz. Wheat 31s. 2d. Rye 21s. 9d. Barley 17s. 5d. Oats 15s. 5d. the Winchester Quarter.

The duty upon the importation of Wheat has been augmented from 1s. 6d. to 4s. per Quarter; upon other Grain it is lighter. That upon export is very trifling, being only from $\frac{1}{2}$ d. to 1d. per Winchester Quarter.

CORN.—*France.*

PRICES of WHEAT throughout France from the year 1793 to 1826.

				Winchester Measure.	
Average Price from 1793 to				1805....	55 6 $\frac{1}{2}$
1805 -				1815....	53 7 $\frac{1}{2}$
1815 -				1825....	52 9
Total.....				161 11	

Average Price of 30 years..... 53 11 $\frac{1}{2}$

Havre de Grace.—Prices in September 1826, at Par of Exchange of 25*f.* 20*c.* per £. Sterling, *viz.* Wheat 41*s.*; Rye 19*s.*; Barley 21*s.*; Oats 19*s.* the Winchester quarter.

During the years 1794, 1795, 1796, no registers were kept, those years are therefore not included in striking the average.

Remarks.—Since the year 10, grain has been sold in France by the hectolitre, which measure is larger than the usual mine.

A French livre	—	Os.	99 <i>c.</i>
A sou	—	—	05
A denier	—	$\frac{1}{12}$ th of a sou.	

The duty on the export of French grain is 45 cents. for 100 kilogrammes (200 $\frac{40}{150}$ lb.) On the export of foreign grain which has been bonded, there is merely a scale duty (*droit de balance*) of 10 $\frac{1}{2}$ centimes per 100 francs value. The quantity of grain exported in 1825, from Havre, as per Custom House Returns, is as follows:—

Wheat.....	239,749	killogrammes
Rye.....	3,520	ditto.
Oats	94,839	ditto.
Other sorts	6,805	ditto.
Total.....	344,913	

Remarks.—Havre de Grace falls within the third class or division into which Wheat cannot be imported when the price is below 20 francs the hectolitre; nor from which it cannot be exported when the price is above 22 francs the hectolitre.

When there is no restraint upon Wheat, all other grain may be imported and exported.

Charente.—Prices in July, 1826, at Par. *viz.* Wheat 33*s.* 1*d.*; Barley 16*s.* 6*d.*; Oats 13*s.* 8*d.* the Winchester quarter.

PRICES of WHEAT at Bayonne in the under-mentioned years.

Year	Wheat. Hectolitre.			Wheat. Hectolitre.	
	<i>Frs.</i>	<i>Cts.</i>		<i>Frs.</i>	<i>Cts.</i>
1810....	20	12	Year 1818....	26	—
1811....	33	90	1819....	18	50
1812....	33	95	1820....	19	10
1813....	28	—	1821....	16	50
1814....	26	30	1822....	16	20
1815....	24	39	1823....	21	20
1816....	28	75	1824....	18	65
1817....	33	30	1825....	16	5
			AVERAGE		

CORN.—France.

AVERAGE PRICE of WHEAT within His Majesty's Consulate at Bourdeaux from the year 1800 to 1826.

Year	Price in Sterling Money at the par of Exchange per Winchester Quarter of Eight Bushels.			Year	Price in Sterling Money at the par of Exchange per Winchester Quarter of Eight Bushels.		
	£.	s.	d.		£.	s.	d.
1800....	3	1	2	1814....	2	4	9½
1801....	3	1	4	1815....	2	9	4½
1802....	2	11	4	1816....	3	4	3½
1803....	2	12	4½	1817....	4	—	7½
1804....	2	4	11	1818....	3	7	6½
1805....	2	8	1¾	1819....	2	8	9½
1806....	2	14	3	1820....	2	4	5½
1807....	2	14	10	1821....	2	8	10¾
1808....	2	3	4¾	1822....	1	18	1¾
1809....	1	14	7¾	1823....	2	1	1½
1810....	2	5	—½	1824....	1	18	8¾
1811....	3	3	7	1825....	1	14	6¾
1812....	4	1	10½	1826....	1	15	11½
1813....	2	9	11				

Bourdeaux.—Prices in September, 1826, at Par of Exchange, viz. Wheat 36s. 9d.; Rye 22s. 8d.; Barley 17s.; Oats 15s. 10d. the Winchester quarter. (a)

Marseilles.—Prices in September, 1826, at Par of Exchange, viz. Wheat 50s. 4d.; Barley 23s. 3d.; Oats 21s. 11d. the Winchester quarter. (a)

PRICES of WHEAT in Corsica.

Year	The Quarter in Sterling Money at Par.		Year	The Quarter in Sterling Money at Par.	
	s.	d.		s.	d.
1805....	108	3	1816....	86	10
1806....	102	8	1817....	92	6
1807....	101	6	1818....	53	2
1808....	103	9	1819....	46	3
1809....	108	3	1820....	44	—
1810....	124	1	1821....	50	9
1811....	112	9	1822....	50	9
1812....	102	8	1823....	54	2
1813....	86	10	1824....	48	6
1814....	71	1	1825....	41	9
1815....	83	6			

(a) Four quintals make an English quarter. There are about 280 hectolitres of Wheat to 100 English quarters.

CORN.—Spain.

PRICES of WHEAT in the Province of Biscay, from the year 1796 to 1826, reduced to Sterling Money at Par of Exchange, at per quarter of 8 Winchester bushels.

Average Price from 1796 to 1806	60	—
1806 — 1816	64	4
1816 — 1826	40	6

Total	164	10
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Average Price of 30 years	54	11 $\frac{1}{4}$
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Price in April 1826, at Par of 36 $\frac{1}{2}$ d. Sterling per dollar of Exchange, viz. Wheat 38s. 5d. No other grain produced here.

Remarks.—The provinces of Biscay and Guipúzcoa do not produce sufficient grain for the consumption of the inhabitants, who are supplied from the interior.

There is at present no permission for the import or export of corn or grain.

Prices in September, 1826, at Par of Exchange of 36d. sterling per dollar of Exchange, viz. 43s. to 62s.; Rye 22s. to 24s. the Winchester quarter. In December, 1826, Wheat 42 to 67s. Barley 22 to 26s. the quarter.

Malaga.—Prices in July, 1826, at Par of Exchange of 40d. sterling per dollar, viz. Wheat 57s. 11d.; Barley 32s. 1d. the quarter, Winchester measure. In October, 1826, Wheat 72s. 1d.; Barley 30s. the Winchester quarter.

Remarks.—No Spanish grain exported, and no foreign grain admitted at present

PRICES of WHEAT by the Ferrado, in Reales Vellon and Maravedis, in the City and Province of Corunna, from the year 1811 to 1826; extracted from the Archives of the Municipality of Corunna.

Reals. Marav.			Reals. Marav.		
Year 1811	28	—	Year 1819	13	11
1812	28	—	1820	9	24
1813	23	—	1821	9	21
1814	22	—	1822	11	16
1815	20	—	1823	13	17
1816	19	—	1824	11	—
1817	22	—	1825	10	30
1818	18	—	1826	11	—

Remarks.—Thirty-four maravedis are equal to 1 real of vellon; the real of vellon is the 20th part of the gold dollar, and its value in that metal is 2 $\frac{1}{2}$ d. sterling; but in British silver, at 5s. 2d. per ounce, standard, and is worth 2.59d.

One hundred ferrados of Corunna, are equal to 29 $\frac{3}{4}$ Castilian fanegas; the Castilian fanega equals 1,599 English bushels, hence 5 fanegas are nearly equal to 8 English bushels or 1 quarter.

Prices in June, 1826, at Par of Exchange of 39d. sterling per dollar, viz. Wheat 46s. 7d.; Rye 26s. the Winchester quarter.

Restrictions, &c.—The Importation of Grain is prohibited, but the Exportation is free, both in national and foreign vessels.

Exchanges.—The course of Exchange has varied during the last three years from 36 $\frac{1}{2}$ to 38d. sterling per dollar of Exchange.

CORN.—*Spain.*

PRICES of WHEAT in New Castille and La Mancha, from 1820 to 1826.

Large Common Fanega. Fanega.				Large Common Fanega. Fanega.			
		<i>Reals.</i>	<i>Reals.</i>			<i>Reals.</i>	<i>Reals.</i>
1820.	In April ..	36	28	1823.	In July ..	40	30
	In August ..	30	24	1824.	In March ..	68	52
1821.	In March ..	40	32		In July ..	60	46
	In August ..	36	28	1825.	In April ..	66	60
1822.	In April ..	38	30		In August ..	60	48
	In August ..	36	24	1826.	In March ..	64	52
1823.	In March ..	44	38		In July ..	60	50

PRICES of WHEAT in Old Castille, at the periods hereinafter set forth.

Large Fanega. Small Fanega. Regular Fanega.

1820.	In June	24	18	—
	In September	26	20	18
	In December	26	20	18
1821.	In March	20	18	17
	In December	22	18	—
1822.	In March	20	18	—
	In August	18	—	—
	In December	22	18	—
1823.	In April	19	18	—
	In August	19	18	—
	In November	22	20	19
1824.	In March	19	17	16
	In June	46	36	32
	In November	39	33	30
1825.	In January	44	38	34
	In April	46	40	36
	In December	36	32	28
1826.	In March	36	30	28

Note.—Until the 14th of December of the said year, 1826, it continued at the same price.

PRICES of Corn, of the produce of the Principality of Catalonia; from the year 1792 to the present year 1826.

		<i>Pesetas.</i>			<i>Pesetas.</i>
Year 1792	19		Year 1807	23 $\frac{1}{4}$	
1793	23		(a) 1808 to 1814	—	
1794	21		1815	27	
1795	22 $\frac{1}{4}$		1816	24	
1796	23		1817	23	
1797	22 $\frac{1}{2}$		1818	21	
1798	20 $\frac{1}{4}$		1819	20 $\frac{1}{2}$	
1799	28		1820	19	
1800	22		1821	23	
1801	23		1822	23 $\frac{1}{4}$	
1802	26		(b) 1823	22	
1803	23 $\frac{1}{4}$		1824	21 $\frac{1}{2}$	
1804	24		1825	20 $\frac{1}{4}$	
1805	26		1826	21 $\frac{1}{2}$	
1806	26 $\frac{1}{2}$				

(a) From the year 1808 (the epoch of the French invasion) to the year 1814, the period the war continued, no fixed prices can be obtained.

(b) Since the year 1822 all foreign Grain has been prohibited. Five pesetas make one hard Spanish dollar. For the Catalan quatera, four of which are equal to one English quarter, Winchester measure.

CORN.—*Spain.*

QUANTITY of Wheat and Flour Exported from the Ports of Santander, Limpias and Requejada, during the Years 1825, and 1826.

	1825.		1826.	
	Wheat. <i>Fanegas.</i>	Flour. <i>Barrels.</i>	Wheat. <i>Fanegas.</i>	Flour. <i>Barrels.</i>
Santander ..	71,407	17,850	92,630	26,960
Limpias	74,704	4,000	76,195	—
Requejada ..	70,212	8,955	66,980	9,620

PRICES of Wheat in the Province of Valencia, from the year 1796 to 1826.

	s.	d.
Average Price from 1796 to 1806.....	70	11½
1806 to 1816.....	98	9½
1816 to 1826.....	66	5
Total.....	236	2

Average Price of 30 years 78 8½

During the French invasion, the prices were, in 1810, 125s. 1d., in 1811, 134s. 5d., and in 1812, 141s. 10d.

Prices in September 1826, at Par of Exchange of 36d. per dollar, *viz.* Wheat 68s. 7d., Barley 25s. 8d., the Winchester quarter.

Remarks.—At present, the importation of Wheat and Barley is prohibited; but the exportation of both is free.

PORTUGAL.

AVERAGE PRICES of Wheat at Lisbon, as paid to the Farmers, free of all charges, from the year 1800 to 1827.

Price per Winchester Quarter of 20 Alqueires, reduced into Sterling, at the par of Ex- change of 67½ Pence per Milrea.				Price per Winchester Quarter of 20 Alqueires, reduced into Sterling, at the par of Ex- change of 67½ Pence per Milrea.			
Year.	£	s.	d.	Year.	£	s.	d.
1800.....	5	0	6	1814.....	4	12	3
1801.....	5	12	6	1815.....	3	18	9
1802.....	3	10	11	1816.....	4	16	9
1803.....	3	13	0	1817.....	5	17	6
1804.....	4	7	4	1818.....	4	7	9
1805.....	4	15	10	1819.....	2	14	2
1806.....	4	0	0	1820.....	3	7	10
1807.....	3	8	8	1821.....	3	8	0
1808....	6	7	2	1822.....	3	18	3
1809.....	4	16	3	1823.....	4	9	9
1810.....	6	11	9	1824.....	4	6	9¾
1811.....	7	0	7	1825.....	4	1	2
1812.....	7	12	6	1826.....	4	1	0
1813.....	5	3	0				

Lisbon.—The price of Wheat in September 1826, at par of exchange of 67½d. sterling per milrea, *viz.* Wheat, 79s. 2d.; Rye, 47s. 9d.; Barley, 43s. 3d. the Winchester quarter.

In December, 1826, Wheat, 91s. 1d.; Rye, 60s. 1d.; Barley, 49s. 4d. the Winchester quarter.

Remarks.—Owing to the smallness of the stock on hand, on the 31st December, leave has been granted to admit to entry for home consumption all the Foreign Wheat (say about 12,000 Winchester quarters) which had been unloaded under deposit.

No late arrivals of Barley, and but little on hand.

PRICES

CORN.—*Portugal.*

PRICES of WHEAT in the Island of St. Michael, from the year 1810 to 1826,

Year.	Price in Sterling Money, at par of Exchange of 3 <i>fl</i> 600 Reis.			Year.	Price in Sterling Money, at par of Exchange of 3 <i>fl</i> 600 Reis.		
	£	s.	d.		£	s.	d.
1810	4	11	8	1819	3	1	8
1811	4	15	0	1820	2	5	2 $\frac{3}{4}$
1812	5	14	2 $\frac{3}{4}$	1821	2	2	9 $\frac{3}{4}$
1813	3	18	8	1822	2	16	6 $\frac{3}{4}$
1814	3	11	6 $\frac{3}{4}$	1823	2	18	4
1815	3	10	4	1824	3	14	5 $\frac{1}{4}$
1816	3	4	8	1825	3	2	8
1817	4	9	4	1826	3	12	9 $\frac{3}{4}$
1818	4	3	10 $\frac{3}{4}$				

DUTIES settled by the Imperial Decree of the 21st May, 1818, to be payable at Venice, on the Importation and Exportation of Corn and Grain, and continued in force to the present time.

	On Importation.				On Exportation.			
	Austrian Livres and Cents per Stago.		Sterling Money per Winchester Quarter, calculated at par.		Austrian Livres and Cents per Stago.		Sterling Money per Winchester Quarter, calculated at par.	
			s.	d.			s.	d.
Wheat	1	30	3	2 $\frac{1}{2}$	0	6	0	1 $\frac{3}{4}$
Indian Corn	0	93	2	5 $\frac{3}{4}$	0	4 $\frac{1}{2}$	0	1
Oats	0	54	1	4	0	3	0	0 $\frac{5}{8}$
Rye	0	93	2	4	0	4 $\frac{1}{2}$	0	1
Beans	0	78	1	1 $\frac{1}{2}$	0	3	0	0 $\frac{5}{8}$

QUANTITIES of CORN and Grain Exported from the Venetian Provinces, from the year 1818 to the year 1825, both inclusive; with Average Prices during the same period.

	Wheat.				Indian Corn.			
	Some.	Prices per Soma, in Francs and 100 <i>s</i> .	Winchester Quarters.	Prices per Winchester Quarter, in Sterling Money, at par.	Some.	Prices per Soma, in Francs and 100 <i>s</i> .	Winchester Quarters.	Prices per Winchester Quarter, in Sterling Money, at par.
				s. d.				s. d.
Totals of 8 years } from 1818 to 1826 }	1,599,522	93.14	548,407 $\frac{1}{8}$	201 8 $\frac{1}{2}$	2,162,783	57.04	741,525 $\frac{3}{8}$	127 8 $\frac{3}{4}$
Average per year	199,940	11.64	68,550 $\frac{7}{8}$	25 3 $\frac{1}{2}$	270,347	7.13	92,690 $\frac{3}{8}$	17 4 $\frac{1}{4}$

	Oats.				Barley.			
	Some.	Prices per Soma, in Francs and 100 <i>s</i> .	Winchester Quarters.	Prices per Winchester Quarter, in Sterling Money, at par.	Some.	Prices per Soma, in Francs and 100 <i>s</i> .	Winchester Quarters.	Prices per Winchester Quarter, in Sterling Money, at par.
				s. d.				s. d.
Totals of 8 years } from 1818 to 1826 }	87,895	25.71	30,129 $\frac{5}{8}$	62 6	5,912	99.92	2,025 $\frac{5}{8}$	142 9 $\frac{1}{4}$
Average per year	10,987	3.21	3,776 $\frac{7}{8}$	7 9 $\frac{1}{2}$	739	12.49	253 $\frac{1}{4}$	43 0 $\frac{1}{4}$

CORN.—Italy.

AVERAGE PRICES of the several sorts of Corn and Grain in the Market of Udine, the principal town of the Friul, from the year 1800 to the year 1825, inclusive, being considered a fair estimate of the Average Prices throughout the Venetian Provinces.

Year	Wheat.		Rye.		Oats.		Indian Corn.	
	Per Winchester Quarter, in Sterling Money, at Par.		Per Winchester Quarter, in Sterling Money, at Par.		Per Winchester Quarter, in Sterling Money, at Par.		Per Winchester Quarter, in Sterling Money, at Par.	
	s.	d.	s.	d.	s.	d.	s.	d.
1800	82	5	62	7	35	$-\frac{1}{2}$	69	$4\frac{3}{4}$
1801	84	$7\frac{1}{4}$	67	$5\frac{3}{4}$	41	8	52	$6\frac{1}{2}$
1802	74	$6\frac{1}{4}$	56	$8\frac{1}{4}$	50	$5\frac{1}{2}$	65	$5\frac{3}{4}$
1803	57	$7\frac{1}{4}$	44	6	34	$3\frac{1}{2}$	30	$3\frac{3}{4}$
1804	52	$11\frac{1}{2}$	31	$3\frac{1}{2}$	37	$5\frac{1}{4}$	26	$6\frac{1}{2}$
1805	71	$1\frac{1}{4}$	46	—	40	9	53	$6\frac{1}{2}$
1806	46	3	32	$11\frac{1}{2}$	33	$10\frac{1}{2}$	29	$10\frac{1}{2}$
1807	41	10	29	$1\frac{1}{2}$	32	$11\frac{1}{2}$	27	$5\frac{3}{4}$
1808	35	$6\frac{1}{2}$	25	$1\frac{3}{4}$	26	$10\frac{3}{4}$	23	7
1809	37	$3\frac{1}{4}$	26	$1\frac{3}{4}$	24	$10\frac{3}{4}$	33	$3\frac{1}{2}$
1810	54	$8\frac{1}{4}$	40	2	24	$4\frac{3}{4}$	35	$6\frac{1}{2}$
1811	54	$11\frac{1}{4}$	34	$6\frac{1}{2}$	26	$5\frac{3}{4}$	29	$4\frac{1}{2}$
1812	46	$7\frac{3}{4}$	32	$8\frac{1}{2}$	29	$11\frac{1}{2}$	28	$3\frac{1}{2}$
1813	46	2	31	$7\frac{1}{2}$	31	$8\frac{1}{2}$	36	$5\frac{1}{2}$
1814	71	$5\frac{1}{4}$	54	$3\frac{1}{2}$	27	$4\frac{3}{4}$	62	7
1815	84	—	61	1	28	$-\frac{3}{4}$	64	—
1816	99	$6\frac{3}{4}$	74	$2\frac{1}{4}$	36	$10\frac{1}{4}$	72	$9\frac{1}{4}$
1817	53	$3\frac{1}{2}$	36	$10\frac{1}{4}$	25	$8\frac{3}{4}$	24	10
1818	35	$3\frac{1}{2}$	21	10	22	10	15	$-\frac{1}{4}$
1819	31	$7\frac{1}{2}$	19	8	19	$5\frac{1}{4}$	13	$11\frac{1}{2}$
1820	45	6	31	$2\frac{1}{2}$	31	$1\frac{1}{2}$	31	$10\frac{1}{2}$
1821	33	$9\frac{1}{2}$	25	$11\frac{3}{4}$	24	$3\frac{3}{4}$	22	1
1822	28	$7\frac{1}{2}$	19	11	24	$8\frac{3}{4}$	15	$8\frac{1}{4}$
1823	25	$-\frac{3}{4}$	16	$7\frac{1}{4}$	20	3	16	$3\frac{1}{4}$
1824	22	3	15	$8\frac{1}{4}$	16	$7\frac{1}{4}$	17	$9\frac{1}{4}$
1825	22	5	15	$10\frac{1}{4}$	14	$6\frac{1}{4}$	17	$5\frac{1}{4}$

PRICES of the different sorts of Wheat at Genoa.

Quality of Wheat, and Average Prices.
Per Mina.

		£	
Year.	1821.	Wheat of Tangarok ..	30 to 31 10s.
		— Odessa ..	26 —
	1822.	— Tangarok ..	33 to 33 10s.
		— Odessa ..	24 to 25
	1823.	— Tangarok ..	27 10s. to 28 10s.
		— Odessa ..	22 10s. to 23
	1824	— Termini ..	20 to 21
		— Tangarok ..	21 to 22
		— Odessa ..	18 to 18 10s.
		— Giorgenti ..	16 to 17
	1825.	— Termini ..	20 to 21
		— Tangarok ..	20 to 20 10s.

CORN.—*Italy.*

1826.	—	Odessa	.. 16 10s.
	—	Giorgenti	.. 16 to 17
	—	Termini	.. 27 to 28 (by Sardinian flag.)
	—	Tangarok	.. 26 to 28
	—	Odessa	.. 19 to 20
	—	Odessa	.. 17 $\frac{1}{4}$ to 18 (by any other flag.)
	—	Giorgenti	.. 22 to 23 (by Sardinian flag.)

Venice.—Prices of Corn in June, 1826, at Par of Exchange of 52 $\frac{1}{2}$ d. sterling per Aus. dol. viz. Wheat 21s. 6d.; Rye 15s. 3d.; Oats 8s. 10d. the Winchester quarter

Trieste.—Prices of Corn in September, 1826, at Par of Exchange, viz. Wheat 25s. 5d.; Rye 19s. 11d.; Barley 16s. 4d.; Oats 10s. 10d. the Winchester quarter.

Remarks.—No restraint whatever is imposed by law upon the importation and exportation of Corn or Grain into or from Trieste.

Fiume.—Prices of Wheat in September, 1826, at Par of Exchange of 9fl. 25k. per £ sterling, 23s. 11d. the Winchester quarter.

Remarks.—The exportation of Wheat is free from all the ports in this district, upon payment of a small duty of about 1 $\frac{3}{4}$ d. sterling per quarter *Imperial*.

Palermo.—Prices of Wheat at Par of Exchange, in June, 1826, 28s. 5d. the Winchester quarter.

Leghorn.—Prices of Corn in September, 1826, at Par of Exchange of 48 ster. per pezza, viz. Wheat 26s. 5d.; Barley 12s. 3d.; Oats 11s. 1d. the Winchester quarter.

Naples.—Prices of Corn in September, 1826, at Par of Exchange of 42d. sterling per ducat, viz. Wheat 25s. 10d.; Barley 12s. 6d.; Oats 8s. 8d. the Winchester quarter.

Civita Vecchia.—Prices of Corn at Par of Exchange in June 1826, viz. Wheat 27s.; Barley 14s. 1d. the Winchester quarter. In December, 1826, Wheat 36s. 3d.; Barley 13s. 8d.; Oats 19s. 6d. the Winchester quarter.

STATEMENT of the Average Prices of Wheat at the under-mentioned Ports in the Roman States, from the year 1811 to 1825.

Average Price per Winchester Quarter.

In Sterling Money, at Par of Exchange.

Year.		Ancona.		Senegallia.		Pesaro.	
		s.	d.	s.	d.	s.	d.
1811	.....	54	4	56	8	34	0
1812	.....	54	5	59	5	52	5
1813	.....	38	6	41	3	40	11
1814	.....	42	9	43	1	62	10
1815	.....	57	7	59	5	61	11
1816	.....	72	0	76	10	73	3
1817	.....	63	7	68	3	54	1
1818	.....	39	6	41	4	37	6
1819	.....	29	4	28	10	29	3
1820	.....	30	6	31	9	27	10
1821	.....	35	11	36	10	23	1
1822	.....	29	6	28	10	26	8
1823	.....	26	6	27	0	24	4
1824	.....	22	11	19	11	18	7
1825	.....	20	9	19	8	16	5

Remarks.—The expense attending the shipment of Corn at Ancona on board is about 6d. per quarter, and the freight and the expenses coastwise about 8d. for every 20 miles distant, per quarter. There is no duty paid to government on Corn in these states, neither levied in the shape of transit duty, or of charge at the out-port,

Price of Wheat at Ancona in December, 1826, at Par of Exchange, 35s. the Winchester quarter.

CORN.—*America.*

WHEAT, Flour, Corn, Bread, &c. exported from the United States of America, from the 1st October, 1821, to the 30th September, 1825, inclusive.

Years.	Wheat.		Flour.		Indian Corn.
	Quantity in Bushels.	Value in Dollars.	Quantity in Barrels.	Value in Dollars.	Quantity in Bushels.
1821	25,821	20,925	1,056,119	4,298,043	607,277
1822	4,418	3,080	827,865	5,103,280	509,098
1823	4,272	5,663	756,702	4,962,373	749,034
1824	20,373	20,740	996,792	5,759,176	779,297
1825	17,990	18,570	813,906	4,212,127	869,644

AN Account of the Average Prices of the several Sorts of Grain, and the quantities annually Exported, from the Consulate of New Hampshire and Maine, for a series of years; together with an Account of the Average Price of Wheat, so far as the same has been ascertained, to the year 1826.

Articles.		Sterling.			Articles.		Sterling.		
Years 1807 and 1808.		£.	s.	d.	Year 1822.		£.	s.	d.
Wheat... the bushel		-	3	4½	Wheat... the bushel		-	4	10½
Rye		-	2	3	Rye		-	3	6½
Barley		-	1	10½	Barley		-	2	8½
Oats		-	1	6	Oats		-	1	8¼
Corn		-	2	3	Corn		-	3	4½
Wheat Flour, 112 lb.		-	6	-	1823.				
Corn Meal, the bushel		-	2	9¾	Wheat... the bushel		-	6	-¾
Rye Meal		-	4	10½	Rye		-	3	11
1809 to 1811.					Barley		-	3	2½
Wheat... the bushel		-	4	6	Oats		0	1	8½
Rye		-	3	4½	Corn		0	3	2¼
Barley		-	2	3	1824.				
Oats		-	1	6	Wheat... the bushel		-	6	1½
Corn		-	3	4½	Rye		-	3	6¾
Wheat Flour, 112 lb.		-	7	10½	Barley		-	2	9
Corn Meal, the bushel		-	3	9	Oats		-	1	5¼
Rye Meal		-	3	9	Corn		-	2	7
1812 to 1814.					1825.				
Wheat... the bushel		-	9	-	Wheat... the bushel		-	5	11¼
Rye		-	6	9	Rye		-	2	6
Barley		-	6	-	Barley		-	2	6¾
Oats		-	3	-	Oats		-	1	6¼
Corn		-	6	9	Corn		-	2	9½
Wheat Flour, 112 lb.		1	18	9	1826.				
Corn Meal, the bushel		-	7	6	Wheat... the bushel		-	5	-¾
Rye Meal		-	7	10½	Rye		-	3	7¾
1815 to 1821.					Barley		-	3	3¼
Wheat... the bushel		-	5	7½	Oats		-	1	10¼
Rye		-	3	9	Corn		-	3	10½
Barley		-	3	-					
Oats		-	1	8½					
Corn		-	3	4½					

CORN.—*America.*

GRAIN Exported from New York.

In the Years.	Bushels of Wheat.	Barrels of Flour.	Bushels of Indian Corn.	Barrels of Indian Meal.
1822.....	.....	123,258	143,614	38,099
1823.....	2,013	117,101	257,382	45,028
1824.....	6,600	165,131	281,056	57,897
1825.....	.....	141,470	187,970	56,483

Average price of Wheat at New York, from 1796 to 1826, per quarter of eight bushels, 74s. 1d. sterling.

Average for the last eleven years, being a time of peace, per quarter, 50s. sterling.

N.B. The average for the last five years would be still lower.

The rate of exchange may be quoted for the last eleven years, at an average of 6 per cent. premium for bills on London, which further reduces the price to the purchaser for the British market.

Philadelphia.—Prices in September 1826, at Par of Exchange, *viz.* Wheat 34s. 11d., Rye 25s. 2d., Oats 15s. 6d. the Winchester quarter. In December, 1826, Wheat 37s. 5d., Rye 28s. 10d., Barley 32s. 5d., Oats 15s. 10d. the Winchester quarter.

Remarks.—There is no restraint upon the exportation or importation of Corn and Grain, other than the following duties imposed by law:—

Corn of all kinds (except Wheat and Oats) pays upon importation a duty of 15 per cent. ad valorem.

Wheat pays 25 cents. per bushel, about 1s. 1d. sterling.

Oats pay 10 cents. per bushel, about 5½d.

Wheat Flour pays 50 cents the 11½ lb. about 2s. 2d.

There is no duty or impediment upon the export of Grain, &c. &c. the produce of the United States.

2s. 3d. to 4s. 6d. per barrel is paid by the farmers for conveying Flour to market from the interior. Shipping charges about 4 cents. (2d. sterling) per barrel, and from 1d. to 1½d. per bushel of Grain.

Washington.—Prices in June 1826, at Par of Exchange, *viz.* Wheat 23s. 4d. Rye 19s. 9d. the Winchester quarter. In December, 1826, Wheat 32s. 4d. Rye 21s. 7d. the Winchester quarter.

Boston.—Prices in June 1826, at Par of Exchange, *viz.* Wheat *none grown.* Rye 25s. 2d. Barley 28s. 9d. Oats 21s. 7d. the Winchester quarter.

New York.—Prices in September 1826, at Par of Exchange, *viz.* Wheat 30s. Rye 24s. Oats 20s. the Winchester quarter.

Norfolk.—Price of Wheat in September 1826, at Par of Exchange, 28s. 9d. the Winchester quarter.

CORN.—*America.*

FLOUR Exported annually from the State of Maryland, together with the Average Price thereof, from the year 1810 to 1825 inclusive; also the Average Price of Wheat for the same period.

Description.	Year.	Number of Barrels of Flour Exported from the State of Maryland.	Average Price of Flour in Sterling Money per Barrel of 196 lb.			Average Price of Wheat in Sterling Money per quarter of 8 Winchester Bushels.	
			£	s.	d.	s.	d.
Wheat	1810	350,000	1	10	0	48	0
	1811	290,000	2	5	0	72	0
	1812	450,000	2	4	0	72	0
	1813	460,000	2	1	0	65	4
	1814	100,000	1	10	0	48	0
	1815	90,000	1	16	0	57	4
	1816	300,000	2	5	0	72	0
	1817	320,000	2	14	0	86	0
	1818	360,000	2	5	0	72	0
	1819	380,000	1	10	0	48	0
	1820	480,000	1	2	0	35	4
	1821	380,000	1	2	0	35	4
	1822	330,000	1	10	0	48	0
	1823	350,000	1	13	0	52	8
	1824	410,000	1	6	0	41	4
	1825	400,000	1	3	0	36	8

Remarks.—There being little or no Wheat exported from this Consulate, it has not been thought necessary to make any estimate of the quantity, particularly as it would be impossible to ascertain the amount.

With respect to other kinds of Grain, very little is exported, with the exception of Indian Corn, of which considerable quantities are sent to the neighbouring states, and also to the West Indies.

As no account appears to have been kept of the quantity of this species of Grain exported, it has hitherto been found impossible to form a correct opinion on the subject.

CORN.—America.

CORN, Grain, and Flour Exported from the District of Colombia, with the Average Price per annum of each Article.

Years.	Wheat.		Indian Corn.		Superfine Flour.	
	Foreign Measure.	Price of Corn in Sterling Money, at the Par of Exchange, per Winchester Quarter of 8 Bushels.	Foreign Measure.	Price in Sterling Money, according to the Par of Exchange, in English measure, per Quarter.	Foreign Measure.	Price in Sterling Money, according to the Par of Exchange, per Barrel.
	<i>Bsh. of 56lb.</i>	<i>£. s. d.</i>	<i>Running Bsh.</i>	<i>£. s. d.</i>	<i>Brls. of 196lb.</i>	<i>£. s. d.</i>
1801	13,533	3 1 2	50,920	1 4 10	44,098	1 18 3
1802	19,080	2 14 -	27,373	1 4 10	78,207	1 13 9
1803	94,957	2 5 -	60,158	1 4 10	102,683	1 9 3
1804	8,500	2 10 4	40,870	- 19 9	65,504	1 11 6
1805			16,814	1 4 10	60,164	1 15 1
1806	21,500	2 6 9	22,655	1 1 7	57,580	1 14 2
1807			12,676	1 14 2	112,120	1 8 9
1808						
1809	23,864	2 6 9	27,776	1 1 7	88,373	1 10 7
1810			105,009	1 9 6	74,982	1 18 3
1811	6,880	3 1 2	106,878	1 12 4	201,513	2 - 6
1812	65,575	3 12 -	152,939	1 16 -	175,894	2 2 9
1813			870	1 12 4	43,896	2 2 9
1814						
1815	14,183	3 12 -	39,388	1 19 7	208,908	2 1 7
1816			52,437	2 5 -	54,163	2 7 3
1817			6,849	2 15 9	110,749	2 14 -
1818	12,000	3 12 -	99,282	1 10 7	88,121	2 2 9
1819	4,000	1 16 -	25,081	1 5 2	81,571	1 11 6
1820			8,704	1 1 7	94,439	1 1 7
1821			14,822	- 18 -	72,941	1 1 7
1822	280	2 6 9	6,952	1 5 2	66,944	1 9 8
1823			20,431	- 18 -	45,035	1 9 8
1824			36,007	- 14 4	56,412	1 4 9
1825			6,651	- 18 -	39,839	1 2 6

UNITED KINGDOM.

Imports in Foreign Ships. Corn or grains (a) imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

Produce of Europe. Corn or grain being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Re-Importations. Corn, grain, meal, flour, and malt, shall not be re-imported into the United Kingdom for *home use*, upon the ground that the same had been legally exported thence; but the same shall be deemed to be *foreign goods*, whether originally such or not; and shall also be deemed to be imported for the first time into the United Kingdom. 6 Geo. 4. c. 107. § 31.

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Act for Ascertaining Average Prices.

7 & 8 Geo. 4. c. 58, dated July 2, 1827.

Former Act Repealed. The act of 1 & 2 Geo. 4. c. 87 is hereby repealed: provided always that all acts and parts of acts which were repealed by the said act shall continue to be repealed. § 1.

Cities and Towns for Weekly Returns.—*Country Inspector.* Weekly returns of the purchases and sales of *British* corn shall be made in the manner hereinafter directed in the following cities and towns; viz. London, Chelmsford, Colchester, Romford, Maidstone, Canterbury, Dartford, Chichester, Lewes, Rye, Ipswich, Woodbridge, Sudbury, Hadleigh, Stowmarket, Bury Saint Edmonds, Beccles, Bungay, Lowestoft, Cambridge, Ely, Wisbeach, Norwich, Yarmouth, Lynn, Thetford, Walton, Diss, East Dereham, Harleston, Holt, Aylesham, Fakenham, Northwalsham, Lincoln, Gainsborough, Gladfordbridge, Lowth, Boston, Sleaford, Stamford, Spalding, York, Bridlington, Beverley, Howden, Hull, Whitby, New Malton, Durham, Stockton, Darlington, Sunderland, Barnard Castle, Walsingham, Belford, Hexham, Newcastle-upon-Tyne, Morpeth, Alnwick, Berwick-upon-Tweed, Carlisle, Whitehaven, Cockermouth, Penrith, Egremont, Appleby, Kirkby-in-Kendal, Liverpool, Ulverston, Lancaster, Preston, Wigan, Warrington, Manchester, Bolton, Chester, Nantwich, Middlewich, Four Lane Ends, Holywell, Mold, Denbigh, Wrexham, Llanrwst, Ruthin, Beaumaris, Llannerchymed, Langefin, Carnarvon, Pwelli, Conway, Bala, Corwen, Dolgelly, Cardigan, Lampeter, Aberystwith, Pembroke, Fishguard, Haverfordwest, Carmarthen, Llandilo, Kidwilly, Swansea, Neath, Cowbridge, Cardiff, Gloucester, Cirencester, Tetbury, Stow-on-the-Wold, Tewkesbury, Bristol, Taunton, Wells, Bridgewater, Frome, Chard, Monmouth, Abergavenny, Chepstow, Pont-y-pool, Exeter, Barnstable, Plymouth, Totness, Tavistock, Kingsbridge, Truro, Bodmin, Launceston, Redruth, Helstone, St. Austell, Blandford, Bridport, Dorchester, Sherborne, Shaston, Wareham, Winchester, Andover, Basingstoke, Fareham, Havant, Newport, Ringwood, Southampton, and Portsmouth: and for the purpose of duly collecting and transmitting such weekly returns, there shall be appointed in each of the said cities and towns, in manner hereinafter directed, a fit and proper person to be Inspector of corn returns. § 2.

Comptroller. It shall be lawful for His Majesty to appoint a fit and proper person to be Comptroller of corn returns, for the purposes hereinafter mentioned, and to grant to such Comptroller of corn returns such salary and allowances as to His Majesty shall seem meet; provided always that such person shall be appointed to and shall hold such his office during His Majesty's pleasure, and not otherwise, and shall at all times conform to and obey such lawful instructions touching the execution of the duties of such his office, as shall from time to time be given to him by the Lords of the Committee of Privy Council, appointed for the consideration of all matters relating to trade and foreign plantations. § 3.

Oath of Comptroller. The said Comptroller of corn returns, before he enters on the execution of such his office, shall, before some or one of the Barons of His Majesty's Court of Exchequer at Westminster, or before one of his Masters in Ordinary of the High Court of Chancery, take and subscribe an oath in following words, viz: § 4.

"I, A. B. do swear, That I will, to the best of my skill and knowledge, execute

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execute the office of Comptroller of corn returns, according to the provisions of an act passed in the 8th year of the reign of his Majesty King Geo. 4, intituled [*here set forth the Title of this Act.*] So help me God."

Deputy to Comptroller. The said Comptroller of corn returns shall at all times execute the duties of such his office in person, and not by deputy; but it shall be lawful for His Majesty to appoint a fit and proper person who shall act as Deputy Comptroller of corn returns in case of sickness or other incapacity of the Comptroller, or in case the Comptroller should, with the permission of the Lords of the Committee of Privy Council, be absent from London; and all powers hereby vested in the Comptroller of corn returns, and all things hereby directed to be done by him, shall be vested in and shall be done by any such Deputy as aforesaid, during the continuance of any such sickness, incapacity, or absence, as aforesaid, of the said Comptroller of corn returns, and such Deputy shall hold such his office during His Majesty's pleasure, and not otherwise, and shall receive and be paid such salary and allowances as to His Majesty shall seem meet. § 5.

Postage. It shall be lawful for the Comptroller of corn returns to send by the post to any part of the United Kingdom, and to receive by the post from any place whatever, any letters or packets relating exclusively to the duties of such his office, free from all duties of postage; provided that the words "*On His Majesty's Service*" shall be written or printed on the outside of each of the said letters or packets so sent by the Comptroller of corn returns; and that such words be subscribed with the name of the Comptroller of corn returns in his handwriting; and also provided it shall be lawful for His Majesty's Postmaster General, or for his secretary or other officer authorized by him in that behalf, to examine and search all such letters and packets, and to charge against the persons sending the same treble postage on any letter or packet which may be so sent to or by the Comptroller of corn returns contrary to the provisions of this act. § 6.

London Inspector. It shall be lawful for the Lord Mayor and Aldermen of the city of London, at a court to be holden for that purpose, and they, or the majority of them, present at such court, are hereby authorized and required to nominate and appoint some fit and proper person to be Inspector of corn returns for the city of London; and it shall be lawful for the said Lord Mayor and Aldermen, from time to time as occasion may require, upon any misbehaviour or neglect of duty of any such Inspector, to remove him from such his office by any order to be by them made at a court to be especially convened and holden for that purpose; and upon the death, resignation, permanent incapacity, or removal of any such inspector of corn returns for the city of London, it shall be lawful for the Lord Mayor and Aldermen, at a court to be holden for that purpose, and they, or a majority of them present at any such court, are hereby authorized and required to nominate and appoint some fit and proper person to succeed to the said office. § 7.

Deputy Inspector for London. The Inspector of corn returns for the city of London shall at all times execute the duties of such his office in person, and not by deputy; but in case of the sickness or other temporary incapacity of the Inspector, it shall be lawful for the Lord Mayor and Aldermen of the city of London to appoint some fit and proper person to act as the Deputy of the said Inspector during the continuance of any such sickness

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or incapacity of that officer, and no longer; and all the powers hereby vested in the Inspector of corn returns for the city of London, and all the things hereby directed to be done by him, shall and may be vested in, and be done and performed by, any such Deputy as aforesaid, during the continuance of such his appointment. § 8.

Inspector or Deputy Inspector for London not to be a Miller, Dealer, &c. No person shall be eligible or shall be appointed to the office of Inspector or Deputy Inspector of corn returns for the city of London, who within six months next preceding the time of any such appointment shall have been engaged in trade or business as a miller, malster, or corn factor, or who during that period shall, as a merchant, clerk, agent, or otherwise, have bought corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof; and if any Inspector or Deputy Inspector of corn returns for the city of London shall, during his continuance in such his office, engage in trade or business as a miller, malster, or corn factor, or shall, as a merchant, clerk, agent, or otherwise, buy corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof, he shall in manner aforesaid, be removed from such his office, and after the time of such removal shall become incapable of acting as Inspector of corn returns under this act. § 9.

Inspector's Oath. Every Inspector or Deputy Inspector of corn returns for the city of London shall, within one week after such his nomination and appointment, take and subscribe, before the Lord Mayor or one of the Aldermen of the city of London an oath, which oath the Lord Mayor or Aldermen is hereby authorized and required to administer, in the following words, *viz*: § 10.

"I, A. B. do swear, That I will at all times, as Inspector of corn returns for the city of London [*or, as Deputy Inspector of corn returns for the city of London, as the case may be,*] make due and true returns to the Comptroller of corn returns appointed by virtue of an act passed in the 8th year of the reign of King Geo. IV. intitled [*here set forth the Title of this Act*]; and that I will in all things, to the best of my skill and judgment, conform myself to the directions of the said act.

So help me God."

Appointment to be Enrolled. Every nomination and appointment so to be made of any Inspector of corn returns for the city of London shall be enrolled at the next sessions of the peace to be holden in and for the said city, together with a certificate of the oath having been taken, such certificate being signed by the Lord Mayor or Aldermen before whom such oath shall have been so taken; and the enrollment, or a copy thereof, certified under the hand of the clerk of the peace for the said city to be a true copy, shall be taken to be good and conclusive evidence of any such appointment having been duly made. § 11.

Corn Factors in London to make Declaration. Every person who shall carry on trade or business in the city of London, or within five miles from the Royal Exchange, in the said city, as a corn factor, or as an agent employed in the sale of British corn, and every person who shall sell any British corn within the present Corn Exchange in Mark Lane, in the said city, or within any other building or place which now is or may hereafter be used within the city of London, or within five miles from the Royal Exchange in the said city, for such and the like purposes for which the said Corn Exchange in Mark Lane hath been and is used, shall, before he shall carry on trade or business, or sell any corn in
manner

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manner aforesaid, make and deliver to the Lord Mayor, or one of the Aldermen of the city of London, a declaration in the following words, *viz* :

“ I, A. B. do declare, That the returns to be by me made conformably to an act passed in the 8th year of the reign of King Geo. IV. intituled [*here set forth the Title of this Act*] of the quantities and prices of British corn which henceforth shall be by or for me sold or delivered, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the corn *bonâ fide* sold and delivered by or for me within the periods to which such returns respectively shall refer, with the prices of such corn, and the names of the buyers respectively, and of the persons for whom such corn shall have been sold by me respectively, and to the best of my judgment the said return shall in all respects be conformable to the provisions of the said act.”

Which declaration shall be in writing, and shall be subscribed with the hand of the person so making the same; and the Lord Mayor, or such Aldermen of the city of London, for the time being, is (a) required to deliver a certificate thereof, under his hand, to the Inspector of corn returns for the city of London, to be by him registered in a book to be by him provided and kept for that purpose. § 12.

Corn Factors' Returns in London. Every such corn factor and other person, as aforesaid, who (a) is herein-before required to make, and who shall have made such declaration, is hereby required to return, or cause to be returned, on Wednesday in each week, to the Inspector of corn returns for the city of London, an account in writing, signed with his or her own name, or the name of his or her agent duly authorized in that behalf, of the quantities of each respective sort of British corn by him or her sold during the week, ending on and including the next preceding Tuesday, with the prices thereof, and the amount of every parcel, with the total quantity and value of each sort of corn, and by what measure or weight the same was sold, and the names of the buyers thereof, and of the persons for and on behalf of whom such corn was sold; and it shall be lawful for any such Inspector of corn returns to deliver to any person making or tendering any such returns, a notice in writing, requiring him or her to declare and set forth therein where and to whom and in what manner any such British corn was delivered to the purchaser or purchasers thereof; and every person to whom any such notice shall be so delivered is hereby required to comply therewith, and to declare and set forth in such his or her return the several particulars aforesaid. § 13.

Appointment and Removal of Country Inspectors. The Justices of the peace for the several counties, ridings, or divisions thereof, in which the several cities and towns herein-before enumerated are situate, other than the city of London, are hereby authorized and required, at some quarter sessions held within or nearest to each of the said several cities and towns, to nominate and appoint some fit and proper person residing within or near each of the said cities and towns, to be the Inspector of corn returns for such city or town, and from time to time, as occasion may require, upon the death, resignation, or removal of any such Inspector of corn returns, to appoint a fit and proper person to succeed to such his office; and it shall be lawful for the said justices of the peace,

(a) So in the Act.

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by any order to be by them made for that purpose at any such quarter sessions, or at any adjournment thereof, upon any misbehaviour or neglect of duty of any such Inspector of corn returns, as aforesaid, or for any other good and sufficient cause to them appearing, to remove from such his office any such officer; and in case of the sickness, absence, or temporary incapacity of any such Inspector of corn returns, it shall be lawful for any two or more of the said justices, at any petty sessions of the peace to be holden at such city or town, or within the county, riding, or division thereof in which the same is situate, to nominate and appoint a fit and proper person to act as, and be Inspector of, corn returns for such city or town until the next general quarter sessions of the peace, to be holden as aforesaid, and no longer. § 14.

Inspectors for Exempt Jurisdictions. Within each of the cities and towns aforesaid (other than the city of London), being a county of itself, or having an exempt jurisdiction, and not contributing to the rates of the county, riding, or division in which the same is situate, the mayor or other chief officer, and the justices of the peace assembled at the general quarter sessions of any such city or town, or at any adjournment thereof, shall have, enjoy, and exercise all the powers herein-before vested as aforesaid in the justices of the peace for the several counties, ridings, or divisions thereof, as aforesaid, assembled at their general quarter sessions; and such mayor or other chief officer shall, within such last-mentioned cities and towns, have, enjoy, and exercise the powers herein-before vested, as aforesaid, in the justices of the peace for the said several and respective counties, ridings, or divisions thereof, assembled at any petty sessions. § 15.

Country Inspectors not to be Millers, Dealers, &c. No person shall be eligible or shall be appointed to the office of Inspector of corn returns under this act, for any of the cities and towns aforesaid, who within twelve calendar months next preceding the time of any such appointment hath been engaged in trade or business as a miller, malster, or corn factor, or who during that period hath, as a merchant, clerk, agent, or otherwise, bought corn for sale, or for the sale of meal, flour, malt, or bread, made or to be made thereof; and if any person, who shall in manner aforesaid be nominated and appointed to be the Inspector of corn returns for any such city or town, shall during his continuance in such office engage in trade or business as a miller, malster, or corn factor, or shall, as a merchant, clerk, agent, or otherwise, buy corn for sale, or for the sale of meal, flour, malt, or bread, made or to be made thereof, he shall in manner aforesaid be removed from such his office, and from and after the time of such removal shall become incapable of acting as an Inspector of corn returns under this act. § 16.

Country Inspectors to take an Oath. Every person so appointed Inspector of corn returns for any city or town, other than the city of London, shall, before he enters on the discharge of the duties of such his office, take and subscribe, before some one justice of the peace for the county, riding, division, city, or town within which he shall reside, the oath, or, being one of the people called Quakers, the affirmation following, (which oath or affirmation all such justices are hereby authorized and required to administer), viz:

“I, A. B. do swear [or affirm], That I will at all times, as Inspector of corn returns for the city [or town] of _____ make due and true returns to the
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Comptroller of corn returns appointed by virtue of an act passed in the 8th year of the reign of King Geo. IV. intituled [*here set forth the Title of this Act*] of the quantities and prices of British corn in the said city [*or town*] of according to the accounts to be delivered to me in pursuance of the said act; and that I will in all things, to the best of my skill and judgment, conform myself to the directions of the said act."

Country Inspector's Appointment, with the Oath and Certificate to be Enrolled. Every nomination and appointment so to be made of any Inspector of corn returns for any of the cities and towns aforesaid, other than the city of London, shall be enrolled at some sessions of the peace to be holden in such cities and towns respectively, or in the respective counties, ridings, or divisions thereof, in which such towns are situate, or at some adjournment of such sessions, together with a certificate of the oath aforesaid having been taken by such Inspector of corn returns, such certificate being signed by the justice of the peace before whom such oath shall have been so taken; and the said enrollment, or a copy thereof, certified under the hand of the clerk of the peace for any such city or town, county, riding, or division, shall, for all intents and purposes, be deemed to be good and conclusive evidence of any such appointment as aforesaid having been duly made. § 18.

Corn Factors, Brewers, Carriers, &c. to make Declaration. Every person who shall deal in British corn at or within any such city or town, or who shall at or within any such city or town engage in or carry on the trade or business of a corn factor, miller, malster, brewer, or distiller, or who shall be the owner or proprietor, or part owner or proprietor, of any stage coaches, waggons, carts, or other carriages carrying goods or passengers for hire, to and from any such city or town, and each person who, as a merchant, clerk, agent, or otherwise, shall purchase at any such city or town any British corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof, shall, before he or she shall so deal in British corn at any such city or town, or shall engage in or carry on any such trade or business as aforesaid, or shall purchase any British corn for any such purpose, at or within any such city or town, make and deliver, in manner hereinafter mentioned, a declaration in the following words, *viz* :

"I, A. B. do hereby declare, That the returns to be by me made conformably to the act passed in the 8th year of the reign of King Geo IV., intituled [*here set forth the Title of this Act*] of the quantities and prices of British corn which henceforward shall by or for me be bought, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the British corn *bonâ fide* bought for or by me within the periods to which such returns respectively shall refer, with the prices of such corn, and the names of the sellers respectively; and to the best of my judgment the said returns shall in all respects be conformable to the provisions of the said act."

Which declaration shall be in writing, and shall be subscribed with the hand of the person so making the same, and shall by him or her, or by his or her agent, be delivered to the mayor or chief magistrate, or to some justice of the peace for such city or town, or for the county, riding, or division in which the same is situate, who is to deliver a certificate thereof to the Inspector of corn returns for any such city or

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town, to be by him registered in a book to be by him provided and kept for that purpose. § 19.

Inspector empowered to require Declaration from other Persons. It shall be lawful for any Inspector of corn returns for the city of London, or for any such other city or town, to serve upon and deliver to any person buying or selling corn in any such city or town, and who is not within the terms and meaning of this present act specially required to make any such declaration, as aforesaid, a notice in writing under the hand of such Inspector, requiring him to make such declaration; and any person upon whom such notice shall be served, as aforesaid, is hereby required to comply with such notice, and to make such declaration in the same manner in all respects as if he or she had been specially required to make the same by the express provision of this present act. § 20.

Returns to Inspector of Quantities bought. All persons who are hereinbefore required to make, and who shall have made, such declaration as aforesaid, are hereby required, on the first market day which shall be holden in each week within each city or town, at or within which they shall respectively deal in corn, or engage in or carry on any such trade or business, or purchase any corn for any such purpose, to return or cause to be returned to the Inspector of corn returns for such city or town an account in writing, signed with their names respectively, of the amount of each parcel of each respective sort of British corn so by them respectively bought during the week ending on and including the day next preceding such first market day, with the price thereof, and by what weight or measure the same was so bought by them, with the names of the sellers of each of the said parcels respectively, with the names of the persons, if any, other than the person making such return, for whom the same was so bought and sold; and it shall be lawful for any such Inspector of corn returns to deliver to any person making or tendering any such return a notice in writing, requiring him or her to declare and set forth therein where and by whom and in what manner any such British corn was delivered to him or her; and every person to whom any such notice shall be so delivered, is hereby required to comply therewith, and to declare and set forth in such his or her return, or in a separate statement in writing, the several particulars aforesaid. § 21.

What Sales Inspector only to include. No Inspector of corn returns in the city of London, nor in any of the towns aforesaid, shall include in the returns so to be made by them to the Comptroller of corn returns, any account of sales or purchases of corn, unless such Inspector shall have received satisfactory proof that the person tendering such account hath made the declaration hereinbefore required, and hath delivered the same to the mayor or chief magistrate, or to some justice of the peace of the city or town for which such Inspector shall be so appointed to act, or to some justice of the peace for the county, riding, or division in which such city or town is situate. § 22.

What Accounts Inspectors to keep and Returns to be made. Every such Inspector of corn returns for the city of London, and for the several other cities and towns aforesaid, shall duly and regularly enter in a book to be by him provided and kept for that purpose, the several accounts of the quantities and prices of corn returned to him by such persons respectively; and every such Inspector of corn returns for the city of London, and for the several other cities and towns aforesaid, shall, in each

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each week, return to the Comptroller of corn returns an account of the weekly quantities and prices of the several sorts of British corn sold in the city or town for which he is appointed Inspector, according to the returns so made to him, as aforesaid, and in such form as shall be from time to time directed by the said Comptroller of corn returns; and the said returns shall be so made to the Comptroller by the Inspector of corn returns for the city of London on Saturday in each week, and by the Inspector of corn returns for the several other cities and towns, as aforesaid, within three days next after the first market day holden in each week in any such city or town. § 23.

Mode of ascertaining Average Prices. The average prices of all British corn, by which the importation of all foreign corn, meal, or flour, for home consumption, shall in future be regulated, shall be made up and computed at four quarterly periods in each year, in manner following, viz: the receiver of corn returns shall, within seven days after the 15th February, the 15th May, the 15th August, and the 15th of November, in each year, add together the total quantities of each sort of British corn, and also the total prices for which the same were sold, as shall appear from the returns received by the said receiver of corn returns in the six last weeks immediately preceding the said 15th February, 15th May, 15th August, 15th November, in each year, and shall divide the said total prices by the said total quantities of each respective sort of corn, and the sum produced thereby shall be taken to be the aggregate average price of each sort of corn in and for the six weeks immediately preceding the above-mentioned periods respectively, by which the importation of foreign corn, meal, and flour, for home consumption, or the taking out the same from the warehouse for home consumption, shall be governed and regulated in the United Kingdom. § 24.

Average Prices to be Published in Gazette and transmitted to Officers of Customs. The said receiver of corn returns shall enter the said accounts of the aggregate average prices of each sort of British corn in a book, as soon as he shall have made up and computed the same in the manner hereinbefore directed, and shall at the same time cause the same to be published in the London Gazette, and shall transmit a certificate thereof to the collector or chief officer of customs at each of the several ports of Great Britain, and to the commissioners of customs in Ireland, who are forthwith to transmit copies thereof to the collectors or other chief officers of customs in the several ports in Ireland; and the importation of each sort of foreign corn, meal, and flour, for home consumption in the United Kingdom, and the taking the same out of warehouse for the purpose of being so consumed, shall be governed and regulated by the said aggregate average prices, until new average prices shall, under the provisions of the 55 Geo. 3. c. 26. or under the provisions of this act, be made up and computed, and a certificate thereof be received by such collectors or other chief officers. § 25.

Regulation of Duties for Two Weeks. For the two weeks next after the passing of this present act [July 2, 1827.] the amount of the duties payable to His Majesty upon corn imported into the United Kingdom from parts beyond the seas shall be regulated by the last aggregate average price of British corn which shall have been made up and published under the act of 1 and 2 Geo. 4. c. 87 (a). § 26.

(a) Now repealed by § 1 of this act.

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Present Inspectors, &c. to perform Duties pro tempore. Each Inspector of corn returns, or other person who, at or immediately before the time when this act shall come into operation, shall hold an appointment as Inspector of corn returns, or any other appointment under the act of 1 and 2 Geo. 4. c. 87, (a) or who shall be discharging any duties required of him by such last-mentioned act, is hereby authorized and required forthwith to act as inspector of corn returns under this present act, and to discharge the several duties of such his former appointment, in the same manner as if he had been appointed to be such inspector of corn returns, or had held any such other appointment under this present act, until a new inspector of corn returns shall be appointed, and until he or some other person be nominated under this present act to perform the duties theretofore performed by him. Provided always, that the person appointed to act as inspector of corn returns for the city of London, by virtue of the act 1 and 2 Geo. 4. c. 87, (a) shall, without further appointment, continue to act as such inspector under this act, until he shall die, or resign such his office, or be removed therefrom by the Lord Mayor and Aldermen of the city of London, in manner aforesaid. § 27.

Untrue Returns. If the said Comptroller of corn returns shall at any time see cause to believe that any return so to be made to any such Inspector of corn returns for the city of London, or for any other such city or town, is fraudulent or untrue, the said Comptroller is hereby required, with all convenient expedition, to lay before the Lords of the said committee of Privy Council a statement of the grounds of such his belief; and if, upon consideration of any such statement, the Lords of the committee shall direct the Comptroller to omit any such return in the computation of such aggregate weekly average price as aforesaid, then, but not otherwise, the Comptroller of corn returns shall omit any such return in the computation of such aggregate weekly average price. § 28.

Corn Factors who have made former Declarations to comply with this act. Any corn factor, dealer, or other person, who, at or previously to the time when this present act shall come into operation, shall have made the declaration required of him in and by the said act of 1 and 2 Geo. 4. c. 87, (a) shall and he or she is hereby required forthwith to make all such returns to such several Inspectors of corn returns, and to do all such things, and to observe all such regulations as are hereby required of persons who have made any declaration required of them by the present act, although he or she may not have actually made such last-mentioned declaration. § 29.

By whom Inspectors Books to be examined. The Comptroller of corn returns shall from time to time, in pursuance of any instructions which he shall receive in that behalf from the Lords of the committee of Privy Council, issue to the several Inspectors of corn returns any general or special directions respecting the inspection by any person of the books directed to be kept by every such Inspector of corn returns; and no such Inspector shall permit any person to inspect any such book, or to peruse or transcribe any entry therein, except in compliance with some such general or special directions from the Comptroller of corn returns as aforesaid. § 30.

(a) Now repealed by § 1 of this act.

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Copy of Inspector's Return to be put up in Market Place. Every Inspector of corn returns is hereby required on each market day to put up or cause to be put up in the market place of the city or town for which he shall be appointed Inspector, or if there be no market place in such city or town, then in some other conspicuous place therein, a copy of the last return made by him to the Comptroller of corn returns, omitting the names of the parties who may have sold and bought the said corn; and every such Inspector shall also again put up such account on the market day immediately following that on which it shall first have been put up, in case the same shall from accident or any other cause have been removed, and shall take due care that the same shall remain up for public inspection until a new account for the ensuing week shall have been prepared and set up. § 31.

Salaries. Inspectors to have salaries not exceeding 300*l.* a year. § 32.

Comptroller's Certificate. Comptroller to certify as to due performance of Inspector's duty. § 33.

Penalties for neglecting Declaration or Return, or making false ones. If any person who is hereby required to make and deliver the declaration herein-before particularly mentioned and set forth, or either of them, shall not make and deliver such declaration at the time, and in the manner, and to the persons herein-before directed in that behalf, every person so offending shall forfeit £50. for each calendar month during which he shall neglect or delay to make and deliver any such declaration; and if any person who is herein-before required to make any return to any such Inspector of corn returns as aforesaid, shall not make such return to such Inspector at the time and in the form and manner herein-before directed, every such offender shall, for such his offence, forfeit £30; and if any person make any false and fraudulent statement in any such return, or shall include or procure or cause to be included in any such return any British corn which was not truly and *bonâ fide* sold and delivered, or bought and delivered to, by, or on behalf of the persons in any such return mentioned in that behalf, in the quantity and for the price therein stated and set forth, every such offender shall, for such his offence, forfeit and pay a sum not less than £50 nor more than £500. § 34.

How Corn to be measured.—Rights of City of London. Nothing in this act shall extend to alter the present practice of measuring corn, or any of the articles aforesaid, to be shipped from or to be landed in the port of London, but that the same shall be measured by the sworn meters appointed for that purpose, by whose certificate the proper officers of customs are hereby empowered and required to certify the quantity of corn or other articles as aforesaid so shipped or landed; and nothing in this act contained shall extend to lessen or take away the rights and privileges of, or the tolls or duties due and payable to the Mayor and Commonalty and citizens of the city of London, or to the Mayor of the said city for the time being, or to take away the privileges of any persons lawfully deriving title from or under them. § 39.

Limitation of Actions. Actions or suits to be brought within three months. § 40.

What deemed British Corn. All corn or grain, the produce of the United Kingdom, shall be taken to be British corn for the purposes of this act. § 41.

Extension of this Act to other Towns. For the purpose of ascertaining

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the average price of corn and grain sold within the United Kingdom of Great Britain and Ireland, it shall be lawful for His Majesty, by any order to be by him made by the advice of his Privy Council, to direct that the provisions of this act, so far as regards the appointment of Inspectors and the making of weekly returns, shall be applicable to any cities or towns within the United Kingdom of Great Britain and Ireland which shall be named in any such order. Provided, that the returns so received from such towns shall not be admitted into the averages made up for the purpose of regulating the bringing into home consumption foreign corn, grain, meal, or flour. § 42.

Act to permit until May 1, 1828, certain Corn, &c. to be entered for Home Consumption. 7 and 8 Geo. 4. c. 57, dated July 2, 1827.

How Corn Warehoused may be taken out for Home Consumption. From 2nd July, 1827, until 1st May, 1828, it shall be lawful for the importer or proprietor of any corn, grain, meal, or flour, imported from any foreign country, which had either been warehoused, or reported inwards to be warehoused, on or before July 1, 1827, and also for the importer or proprietor of any corn, grain, meal, or flour, imported before May 1, 1828, from any British possession in North America, or elsewhere out of Europe, to enter the same for home consumption, under the conditions and regulations herein-after provided, and on payment of the following duties: § 1.

FROM ANY FOREIGN COUNTRY.

Duty.

£. s. d.

Wheat.

— whenever the average price of Wheat, made up and published in manner required by law, shall be 62s. and under 63s. the quarter, the duty shall be for every quarter..... 1 0 8

And in respect of every integral shilling by which such price shall be above 62s. such duty shall be decreased by 2s. until such price shall be 72s.

— whenever such price shall be at or above 72s. the duty shall be for every quarter..... 0 1 0

— whenever such price shall be under 62s. and not under 61s. the duty shall be for every quarter..... 1 2 8

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 61s. such duty shall be increased by 2s.

Barley.

— whenever the average price of Barley, made up and published in manner required by law, shall be 33s. and under 34s. the quarter, the duty shall be for every quarter..... 0 12 4

And in respect of every integral shilling by which such price shall be above 33s. such duty shall be decreased by 1s. 6d. until such price shall be 41s.

— whenever such price shall be at or above 41s. the duty shall be for every quarter..... 0 1 0

— whenever such price shall be under 33s. and not under 32s. the duty shall be for every quarter..... 0 13 10

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 32s. such duty shall be increased by 1s. 6d.

Oats.

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Oats.	Duty. £. s. d.
— whenever the average price of Oats, made up and published in manner required by law, shall be 25s. and under 26s. the quarter, the duty shall be for every quarter	0 9 3
And in respect of every integral shilling by which such price shall be above 25s. such duty shall be decreased by 1s. 6d. until such price shall be 31s.	
— whenever such price be at or above 31s. the duty shall be for every quarter	0 1 0
— whenever such price shall be under 25s. and not under 24s. the duty shall be for every quarter	0 10 9
And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 24s. such duty shall be increased by 1s. 6d.	
Rye, Peas, and Beans.	
— whenever the average price of Rye, or of Pease, or of Beans, made up and published in manner required by law, shall be 36s. and under 37s. the quarter, the duty shall be for every quarter	0 15 6
And in respect of every integral shilling by which such price shall be above 36s. such duty shall be decreased by 1s. 6d. until such price shall be 46s.	
— whenever such price shall be at or above 46s. the duty shall be for every quarter	0 1 0
— whenever such price shall be under 36s. and not under 35s. the duty shall be for every quarter	0 16 9
And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 35s. such duty shall be increased by 1s. 6d.	
Wheat Meal and Flour.	
— for every barrel, being 196 pounds, a duty equal in amount to the duty payable on 38½ gallons of Wheat.	
Oatmeal.	
— for every quantity of 181½ pounds, a duty equal in amount to the duty payable on a quarter of Oats.	
Maize or Indian Corn, Buck Wheat, Beer or Bigg.	
— for every quarter, a duty equal in amount to the duty payable on a quarter of Barley.	
Produce of any British Possession in North America, or elsewhere out of Europe.	
Wheat.	
— for every quarter	0 5 0
Until the price of British Wheat, made up and published in manner required by law, shall be 67s. per quarter.	
— whenever such price shall be at or above 67s. the duty shall be for every quarter	0 0 6
	D 39 * Barley

CORN.

	£.	s.	d.
Barley.			
—— for every quarter	0	2	6
Until the price of British Barley, made up and published in manner required by law, shall be 34s. per quarter.			
—— whenever such price shall be at or above 34s. the duty shall be for every quarter.	0	0	6
Oats.			
—— for every quarter	0	2	0
Until the price of British Oats, made up and published in manner required by law, shall be 25s. per quarter.			
—— whenever such price shall be at or above 25s. the duty shall be for every quarter.	0	0	6
Rye, Peas, and Beans.			
—— for every quarter	0	3	0
Until the price of British Rye, or of Peas, or of Beans, made up and published in manner required by law, shall be 41s.			
—— whenever such price shall be at or above 41s. the duty shall be for every quarter.	0	0	6
Wheat, Meal, and Flour.			
—— for every barrel, being 196 pounds, a duty equal in amount to the duty payable on 38½ gallons of Wheat.			
Oatmeal.			
—— for every quantity of 181½ pounds, a duty equal in amount to the duty payable on a quarter of Oats.			
Maize or Indian Corn, Buck Wheat, Beer or Bigg.			
—— for every quarter, a duty equal in amount to the duty payable on a quarter of Barley.			

How Duties to be levied. Duties not to be higher than former ones.—
Prohibited Articles. The duties imposed by this act shall be raised levied, and paid in like manner as any duties of customs are or can be raised, levied, and paid: provided, that nothing in this act shall extend to the charging at any time of any higher duty upon any corn, grain, meal, or flour, than would have been payable at such time on the same if this act had not been passed: provided also, that nothing in this act shall extend to admit for home consumption any corn, grain, meal, or flour prohibited to be entered for home consumption, either on account of the sort or description of the same, or on account of the ship in which or of the place whence the same had been imported. § 2.

How Averages to be regulated. The average prices of corn, by which the rate and amount of the duties imposed by this act shall be regulated, shall be made up and computed on Thursday in each week, in manner following; *viz.* The receiver of corn returns shall, on such Thursday in each week, from the returns received by him during the week next preceding, ending on and including the Saturday in such week, add together the total quantities of each sort of corn, appearing by such returns, to have been sold, and the total prices for which the same shall thereby appear to have been sold, and shall divide the amount of such total prices by the amount of such total quantities of each sort of Corn, and the sum produced

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produced thereby shall be added to the sums in like manner produced in the five weeks immediately preceding the same, and the amount of such sums so added shall be divided by six, and the sum thereby given shall be taken to be the aggregate average price of each such sort of corn, for the purpose of regulating and ascertaining the rate and amount of the duties; and the receiver of corn returns shall cause such aggregate weekly averages to be published in the next succeeding Gazette, and shall, on Thursday in each week, transmit a certificate of such aggregate average prices of each sort of corn to the collector or other chief officer of customs at each of the several ports of the United Kingdom; and the rate and amount of the duties to be paid under the provisions of this act shall from time to time, be regulated and governed at each of the ports of the United Kingdom respectively by the aggregate average prices of corn, at the time of the entry for home consumption of any corn, grain, meal, or flour, chargeable with any such duty, as such aggregate average prices shall appear and be stated in the last of such certificates as aforesaid, which shall have been transmitted as aforesaid, and received by the collector or other chief officer of customs at such port. § 3.

By what Measure Averages to be computed. In the returns to be made to the receiver of corn returns, and in the publications so to be made, from time to time, in the London Gazette, and in the certificate so to be transmitted by the said receiver of corn returns to such collectors or other chief officers of customs, the quantities of each sort of corn respectively shall be computed and set forth by the imperial standard gallon established 5 Geo. 4. c. 74, [p. xliii.] and 6 Geo. 4. c. 12, [p. xlvi.] § 4.

Averages for first five Weeks. In each of the five successive weeks which shall elapse next after the passing of this act, [July 2, 1827.] the said receiver of corn returns shall make up and compute such aggregate weekly averages, by adding to the aggregate average price of each such sort of corn respectively, for each such successive week, the aggregate average prices for the five weeks next immediately preceding, as the same shall have been published in the successive Gazettes of such five preceding weeks. § 5.

Certificate of growth for Corn of British Possessions. No corn, grain, meal, or flour shall be shipped from any port in any British possession out of Europe as being the produce of any such possession, until the owner or proprietor or shipper thereof shall have made and subscribed, before the collector or other chief officer of customs at the port of shipment, a declaration in writing, specifying the quantity of each sort of such corn, grain, meal, or flour, and that the same was the produce of some British possession out of Europe, to be named in such declaration, and shall have obtained from the collector or other chief officer of customs at the said port, a certificate, under his signature, of the quantity of corn, grain, meal, or flour so declared to be shipped; and before any corn, grain, meal, or flour shall be entered at any place in the United Kingdom as being the produce of any British possession out of Europe, the master of the ship importing the same shall produce and deliver, to the collector or other chief officer of customs of the place of importation, a copy of such declaration, certified to be a true and accurate copy thereof, under the hand of the collector and other chief officer of customs at the port of shipment before whom the same was made, together with the certificate, signed by the said collector or other chief officer of the customs, of the

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quantity of corn so declared to be shipped; and such master shall also make and subscribe, before the collector or other chief officer of customs at the place of importation, a declaration in writing, that the several quantities of corn, grain, meal, or flour on board such ship, and proposed to be entered under the authority of such declaration, are the same that were mentioned and referred to in the declaration and certificate so produced by him, without any admixture or addition; and if any person shall, in any such declaration, wilfully and corruptly make any false statement respecting the place of which any such corn, grain, meal, or flour was the produce, or respecting the identity of any such corn, grain, meal, or flour, such person shall forfeit and become liable to pay to His Majesty £100. and the corn, grain, meal, or flour on board any such ship shall also be forfeited. Provided also, that the declarations aforesaid shall not be required in respect of any corn, grain, meal, or flour which shall have been shipped within three months next after the passing of this act. [July 2, 1827.] § 6.

Accounts of Corn in Warehouse to be published. The commissioners of customs shall, as soon as may be after the passing of this act [July 2, 1827] cause to be published in the London Gazette an account of the total quantity of corn, grain, meal, and flour, distinguishing the produce of His Majesty's possessions out of Europe from the produce of foreign countries, which shall be in warehouse on July 1, 1827, and shall once in each succeeding calendar month cause to be so published an account of all corn, grain, meal, or flour, distinguishing the produce as aforesaid, which shall in the month next preceding have paid the duties established by this act, together with an account of the total quantity of each sort of the said corn, grain, meal, and flour respectively, as aforesaid, remaining in warehouse at the end of such next preceding calendar month. § 7.

Continuance of Act. This act shall continue in force until May 1, 1828. § 8.

Corn may at all Times be Imported and Warehoused. All corn, meal, or flour, the growth, produce, or manufacture of any foreign country, which may now by law be imported into the United Kingdom, shall at all times be allowed to be brought to the United Kingdom, and to be warehoused there, under the regulations of the following laws, without payment of any duty whatever; and such corn, &c. so warehoused, may at all times be taken out of warehouse, under the regulations now by law in force, and be exported according to such laws, without payment of any duty whatever. 55 Geo. 3. c. 26. § 1.

Taking out of Warehouse for Home Use. Such corn, &c. may be taken out of warehouse, and be entered for home consumption, in the United Kingdom, under the following regulations, without payment of any duty whatever, whenever foreign corn, meal, or flour, of the same sort shall by law be admissible into the United Kingdom, for home consumption. § 2.

Foreign Corn for Home Consumption. Such foreign corn, &c. shall be permitted to be imported into the United Kingdom, for home consumption, under the regulations now in force, without payment of any duty whatever, whenever the average prices of the several sorts of British corn, made up and published in the manner now by law required, shall be at or above the prices hereafter mentioned:

CORN.

Old Scale of Prices. (a)

Wheat.....80s.	} the quarter.	Barley.....40s.	} the quarter.
Rye.....53s.		Beer.....40s.	
Peas.....53s.		Bigg.....40s.	
Beans.....53s.		Oats.....27s.	

§ 3.

When Corn not to be Imported or taken out of Warehouse. Whenever the average prices of British corn so made up and published shall respectively be below the prices hereinbefore stated, no foreign corn, or meal, or flour, made from any of the respective sorts of foreign corn hereinbefore enumerated, shall be allowed to be imported into the United Kingdom, for the purpose of home consumption, or taken out of warehouse for that purpose. § 4.

Times for taking Average Prices of British Corn.—Places between Rivers Eyder and Bidassoa. The average price of the several sorts of British corn, by which the importation of foreign corn, meal, or flour, into the United Kingdom, shall be regulated, shall continue to be made up and published in the manner required by law; but if it shall hereafter at any time after the importation of foreign corn, meal, or flour, shall be permitted, under this act, appear that the average prices of the different sorts of British corn respectively, in the six weeks immediately succeeding the 15th February, the 15th May, the 15th August, and the 15th November, in each year, shall have fallen below the prices at which foreign corn, meal, or flour, may be, under this act, allowed to be imported for home consumption, no such foreign corn, meal, or flour, shall be allowed to be imported into the United Kingdom for home consumption, from any place between the rivers Eyder and Bidassoa, both inclusive, until a new average shall be made up, and published in the London Gazette, for regulating the importation into the United Kingdom for the succeeding quarter. § 5.

Corn from British Colonies. Such corn, meal, or flour, being the growth, produce, or manufacture of any British plantation in North America, as may now by law be imported into the United Kingdom, may hereafter respectively be imported for home consumption, without payment of any duty, whenever the average prices of British corn, made up and published as now by law required, shall respectively be at or above the prices hereafter specified; viz.

Old Scale of Prices. (a)

Wheat.....67s.	} the quarter.	Barley.....33s.	} the quarter.
Rye.....44s.		Beer.....33s.	
Peas.....44s.		Bigg.....33s.	
Beans.....44s.		Oats.....22s.	

§ 6.

(a) As to new scale of prices, see following pages.

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When North American Corn not to be Imported for Home Use. Whenever the prices of British corn respectively shall be below the prices herein specified, corn, or meal, or flour, made from any of the respective sorts of corn herein enumerated, the growth, produce, or manufacture of any British plantation in North America, shall no longer be allowed to be imported into the United Kingdom for home consumption. § 7.

North American Corn may always be Warehoused. Such corn, meal, or flour, the growth, produce, or manufacture of any British plantation in North America, as may now by law be imported into the United Kingdom, shall at all times be permitted to be imported into the United Kingdom, and warehoused according to the laws now in force, without payment of any duty whatever; and be taken out of the warehouse, and exported according to the laws now in force, without payment of any duty whatever. § 8.

When North American Corn may be taken out of Warehouse. Such corn, meal, or flour so warehoused, may be taken out of warehouse, and entered for home consumption in the United Kingdom, whenever corn, meal, or flour of the like description, imported direct from any such plantation, shall be admissible by law for home consumption, but not otherwise. § 9.

Former Acts. Every act of parliament in force on the 23d March, 1815, for regulating the importation and exportation of corn, meal, and flour, or for ascertaining the average prices, except where any alteration is expressly made by this act, shall remain in full force. § 11.

Certain Acts repealed. The acts 31 Geo. 3. c. 30.—33 Geo. 3. c. 65.—44 Geo. 3. c. 109.—45 Geo. 3. c. 84. are hereby *repealed*; provided that all acts or parts of acts, which shall have been repealed by virtue of any of the above acts shall still be deemed to remain repealed. 1 and 2 Geo. 4. c. 87. § 1.

Old Scale of Prices to cease. As soon as FOREIGN wheat shall have been admitted for home consumption under the preceding act of 55 Geo. 3. the scale of prices at which the home consumption of foreign corn, meal, or flour is permitted by the said act shall *cease*. 3 Geo. 4. c. 60. § 1.

New Scale of Prices for Foreign Corn. Thereafter FOREIGN corn, meal, or flour shall be permitted to be imported into the United Kingdom, and into the Isle of Man, for home consumption, under the regulations now in force, whenever the average prices of the several sorts of British corn, made up and published in the manner now by law required for regulating the importation of foreign corn, meal, or flour for home consumption, shall respectively be at or above the prices hereinafter mentioned;

Wheat,

CORN.

New Scale of Prices.

Wheat, at or above 70s.	} the quarter.	Barley	35s.	} the quarter.
Rye. 46s.		Beer	35s.	
Peas 46s.		Bigg	35s.	
Beans 46s.		Oats	25s.	

§ 2.

New Duties. Whenever foreign corn, meal, or flour, shall be admissible under the provisions of the said act or of this act, there shall be paid, upon all such foreign corn, &c. when admitted for home consumption, whether such corn, &c. shall have been imported and warehoused *previously* to its becoming admissible for home consumption or otherwise, the several duties undermentioned, viz.

FROM ANY FOREIGN COUNTRY.

By the quarter of 8 bushels, Winchester measure.

Wheat, if under 80s.	£.	s.	d.
High Duty	0	12	0
Additional for first 3 months	0	5	0
—— if at or above 80s. but under 85s.			
First Low Duty	0	5	0
Additional for first 3 months	0	5	0
—— if at or above 85s.			
Second Low Duty	0	1	0

Malt made of Wheat PROHIBITED.

Rye, Peas, and Beans, if under 53s.			
High Duty	0	8	0
Additional for first 3 months	0	3	6
—— if at or above 53s. but under 56s.			
First Low Duty	0	3	6
Additional for first 3 months	0	3	6
—— if at or above 55s.			
Second Low Duty	0	0	8

Rye ground or Malt made of Rye, Peas ground, and Beans ground, PROHIBITED.

Barley, Bear, or Bigg, if under 40s.			
High Duty	0	6	0
Additional for first 3 months	0	2	6
—— if at or above 40s. but under 42s. 6d.			
First Low Duty	0	2	6
Additional for first 3 months	0	2	6
—— if at or above 42s. 6d.			
Second Low Duty	0	0	6

Barley, Indian Corn, or Maize, Bear or Bigg ground, and Malt made of Barley, Indian Corn or Maize, Bear or Bigg, PROHIBITED.

CORN.

Oats, if under 28s.	£.	s.	d.
High Duty.....	0	4	0
Additional for first 3 months	0	2	0
—— if at or above 28s. but under 30s.			
First Low Duty.....	0	2	0
Additional for first 3 months	0	2	0
—— if at or above 30s.			
Second Low Duty.....	0	0	4
Wheat, Meal and Flour.			
—— when Wheat is under 80s.			
First High Duty	0	3	3
Additional for first 3 months	0	1	7
—— when Wheat is at or above 80s. but under 85s.			
First Low Duty.....	0	1	7
Additional for first 3 months	0	1	7
—— when Wheat is at or above 85s.			
Second Low Duty.....	0	0	4
<i>Malt made of Wheat, PROHIBITED.</i>			
Oatmeal, when Oats are under 28s.			
High Duty the boll	0	4	10
Additional for first 3 months	0	2	2
—— when Oats are at or above 28s. but under 30s.			
First Low Duty.....	0	2	2
Additional for first 3 months	0	2	2
—— when Oats are at or above 30s.			
Second Low Duty.....	0	0	6

Malt Made of Oats, PROHIBITED.

Old Scale of Prices for British American Corn. As soon as the scale of prices at which the home consumption of foreign corn, meal, or flour is permitted by the said act shall cease according to the provisions of this act, then the scale of prices at which corn, meal, or flour, being the growth, produce, or manufacture, of any BRITISH COLONY IN NORTH AMERICA, is now by law admissible for home consumption, under the provisions of the said act, shall also cease. § 4.

New Scale for British North American Corn. Thereafter, corn, meal, or flour, of the growth, produce, or manufacture of any BRITISH COLONY OR PLANTATION IN NORTH AMERICA shall be permitted to be imported into the United Kingdom, and into the Isle of Man, for home consumption, under the regulations now in force, whenever the average prices of the several sorts of British corn, made up and published in the manner now by law required for regulating the importation of foreign corn, meal, or flour

CORN.

flour for home consumption, shall respectively be at or above the prices under-mentioned, *viz.*

Wheat at or above 59s.	} the quarter.	Barley	30s.	} the quarter.
Rye 39s.		Bear	30s.	
Peas 39s.		Bigg	30s.	
Beans 39s.		Oats	20s.	
				§ 5.

When British American Corn shall not be Imported. Whenever the prices of British corn respectively shall be below the prices herein specified, corn, or meal or flour made from any of the respective sorts of corn herein enumerated, the growth, produce, or manufacture of any British colony or plantation in North America, shall no longer be allowed to be imported into the United Kingdom for home consumption. § 6.

Duties on British American Corn. Whenever corn, meal, or flour, of the growth, produce, or manufacture of any British colony in North America, shall be admissible for home consumption, under the provisions of the said act or of this act, there shall be paid upon all such corn, &c. when admitted for home consumption, whether such corn, &c. shall have been imported and warehoused *previously* to its becoming so admissible for home consumption or otherwise, the several duties under-mentioned, *viz.*

FROM THE PROVINCE OF QUEBEC,

OR THE OTHER

BRITISH COLONIES IN NORTH AMERICA.* £. s. d.

 By the quarter of 8 bushels, Winchester measure.

Wheat, the produce of any British Possession in North America, and imported directly from thence, the quarter, until the 22d of June, 1826	0	5	0
After the 22d of June, 1826.			

Wheat, if under 67s.

High Duty 0 12 0

Additional, for first 3 months 0 5 0

—— if at or above 67s. but under 71s.

First Low Duty 0 5 0

Additional, for first 3 months 0 5 0

—— if at or above 71s.

Second Low Duty 0 1 0

Malt made of Wheat, PROHIBITED.

Rye, Peas, and Beans, if under 44s.

High Duty 0 8 0

Additional, for first 3 months 0 3 6

—— if at or above 44s. but under 46s.

First Low Duty 0 3 6

Additional, for first 3 months 0 3 6

—— if at or above 46s.

Second Low Duty 0 0 8

Rye ground or Malt made of Rye, Peas ground and Beans ground, PROHIBITED.

Barley, Bear or Bigg, if under 33s.

High Duty 0 6 0

Additional, for first 3 months 0 2 6

—— if at or above 33s. but under 35s. 6d.

First Low Duty 0 2 6

Additional for first 3 months 0 2 6

* See page 78.

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Barley, *continued*.

———— if at or above 35s. (a)	£.	s.	d.
Second Low Duty	0	0	8

*Barley, Indian Corn or Maize, Bear or Bigg ground, and
Malt made of Barley, Indian Corn or Maize, Bear or
Bigg, PROHIBITED.*

Oats, if under 22s. 6d.

High Duty	0	4	0
Additional, for first 3 months	0	2	0

—— if at or above 22s. 6d. but under 24s.

First Low Duty	0	2	0
Additional, for first 3 months	0	2	0

—— if at or above 24s.

Second Low Duty	0	0	4
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Wheat, Meal, or Flour.

—— when Wheat is under 67s.

First High Duty	0	3	3
Additional, for first 3 months	0	1	7

—— when Wheat is at or above 67s. but under 71s.

First Low Duty	0	1	7
Additional, for first 3 months	0	1	7

—— when Wheat is at or above 71s.

Second Low Duty	0	0	4
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Malt made of Wheat, PROHIBITED.

Oatmeal, when Oats are under 22s. 6d.

High Duty, the boll	0	4	10
Additional, for first 3 months	0	2	2

—— when Oats are at or above 22s. 6d. but under 24s.

First Low Duty	0	2	2
Additional, for first 3 months	0	2	2

—— when Oats are at or above 24s.

Second Low Duty	0	0	6
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Malt made of Oats, PROHIBITED. § 7.

Foreign Corn already Warehoused. Any FOREIGN corn, meal, or flour that may have been in warehouse on May 13, 1822, and may continue in warehouse at the passing of this act, may respectively be taken out of warehouse for home consumption, whenever the average prices of British corn made up and published in the manner and at the times now by law required for regulating the importation of foreign corn, meal, or flour for home consumption, shall be as follows, *viz.*

Wheat at or above 70s.	} the quarter.	Barley	35s.	} the quarter.
Rye		Bear	35s.	
Peas		Bigg	35s.	
Beans		Oats	25s.	
				§ 8.

Duties on Warehoused Foreign Corn. No such FOREIGN corn, meal, or flour now in warehouse, shall be taken out of warehouse under the provisions aforesaid, unless there be previously paid, upon the said corn, meal, or flour, the several duties specified: provided that nothing in this act shall extend to charge any duty upon any such foreign corn, meal, or flour, being in warehouse on the 13th May, 1822, which shall be taken out of

(a) 35s. 6d. mentioned as preceding rate in the act.

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warehouse for home consumption, *after* foreign corn shall be admissible for home consumption, under the provisions of the said act of 55 Geo. 3. § 9.

When Warehoused British American Corn may be taken out for Home Consumption. Any corn, meal, or flour, of the growth, produce, or manufacture of any BRITISH COLONY IN NORTH AMERICA, (a) that may have been in warehouse on the 13th May, 1822, and may continue in warehouse at the passing of this act, may respectively be taken out of warehouse for home consumption, whenever the average prices of British corn, made up and published in the manner and at the time or times now by law required for regulating the importation of foreign corn, meal, or flour for home consumption, shall be as follows, *viz.*

Wheat at or above 59s.	} the quarter.	Barley	30s.	} the quarter.
Rye 39s.		Bear	30s.	
Peas 39s.		Bigg	30s.	
Beans 39s.		Oats	20s.	
				§ 10.

Duties payable on Warehoused British American Corn before taken out of Warehouse. No such corn, meal, or flour, of the growth, produce, or manufacture of any BRITISH COLONY IN NORTH AMERICA, now in warehouse, shall be taken out of warehouse under the provisions aforesaid, unless there be previously paid, upon the said corn, meal, or flour, the several duties before specified: (a) provided always, that nothing in this act shall extend to charge any duty upon any such corn, &c. the growth, produce, or manufacture of any British Colony in North America, being in warehouse on 13th May, 1822, which shall be taken out of warehouse for home consumption after such corn, &c. shall be admissible for home consumption under the said act of 55 Geo. 3.

Jersey, Guernsey, Alderney, and Sark. Whenever the ports of the United Kingdom shall be shut against the importation of foreign corn, meal, or flour for home consumption, the said ports shall be also shut against the importation of corn, meal, or flour, the growth, produce, or manufacture of the islands of Guernsey, Jersey, Alderney, and Sark. § 13.

How Corn may be ground into Flour. It shall be lawful for the importer or proprietor of any foreign wheat imported before the 13th May, 1822, and secured in warehouse under the laws in force, to take the same out of the warehouse, upon his giving bond, with two sufficient sureties, to be approved by the collector and comptroller of the customs, in the penal sum of £5 for every quarter of wheat to be taken out, with condition to return into such warehouse, or some other warehouse in which foreign corn may be secured under the laws in force, within two months from the date of such bond, an equivalent quantity of best fine wheat flour, computed after the rate of 196lb. of such flour for every five bushels of such wheat, there to be kept and secured in lieu of such wheat, subject to the same regulations as such wheat, or as any foreign flour imported and secured in warehouses, under the laws in force, was or would be subject to. 5 Geo. 4. c. 70. §. 1. [Now repealed by 7 Geo. 4. c. 48. §. 52.]

Notice of taking out Wheat to be given to principal officer of customs having charge of such warehouse. § 2.

Discharge of Bond.—Quality of Flour. Such bond shall not be discharged until the proper officers of customs shall have ascertained that

(a) See rate of duty in next page.

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the flour so deposited is fine wheat flour of the best quality; and if any package so deposited, purporting to contain such flour, shall be found to contain flour of an inferior quality, or any other article than the best fine wheat flour, such package and the contents thereof shall be forfeited, together with the penal sum of £5, secured by such bond, for every quarter of the wheat, for which the same was intended to be deposited as an equivalent quantity of flour. § 3.

Removal. It shall be lawful to remove any foreign corn from the warehouse in which the same shall at any time be secured, to any other warehouse, in any part of the United Kingdom, in which foreign corn may be secured upon the importation thereof, under the like regulations, as other goods may be removed from one warehouse to another. § 4.

Corn of British Possessions in North America—Prohibitions Suspended.—New Duties. For one year from 22d June, 1825, and further until the end of the then next session of parliament, all prohibitions and restrictions upon the importation of wheat the produce of, and imported from the British possessions in North America, and all duties payable on the importation of such wheat under any act in force before the 22d June, 1825, are hereby *suspended*, and for one year from and after the 22d June, 1825, (a) and further until the end of the then next session of parliament, any wheat, the produce of, and imported from the British possessions in North America, may be imported into the United Kingdom, *whatever the average prices of British wheat may be*; and from June 22, 1825, in lieu of all former duties payable on such wheat, there shall be paid during the period aforesaid, upon the importation of any such wheat, the sum of 5s. for every quarter thereof. 6 Geo. 4. c. 64. § 1.

Oath as to Place of Produce. No wheat shall be shipped from any port in the British possessions in North America, until the owner or proprietor thereof shall have made oath before the collector or comptroller of the port of shipment, that such wheat was the produce of some British possession in North America, naming the same; and before any wheat shall be entered in the United Kingdom as being the produce of the British possessions in North America, the master of the ship importing the same shall produce a copy of the deposition made, signed by the collector or comptroller before whom it was made, at the port of shipment, and make oath before the collector or comptroller of the port of importation, that the wheat is the same that was sworn to in the deposition he produces: provided that this oath shall not be required in respect to any wheat which shall have been shipped within three months after the passing of this act. § 2.

WHEAT, the produce of any British possession in North America, and imported directly thence, the quarter, Duty 0 5 0
6 Geo. 4. c. 111.

How Corn and Flour in Warehouse before 13th May, 1822, may be taken out for Home Consumption. It shall be lawful for the importer or proprietor of any foreign corn or grain, or of any wheaten flour, (such corn, or grain, or flour, not being the growth, produce, or manufacture of any British colony or plantation in North America) which was secured

(a) This act not having been continued by any subsequent one, of course expired at the close of the session in 1826, but wheat from the British possessions in North America may nevertheless, be still imported as above-mentioned, at 5s. the quarter.

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in warehouse at any time before the 13th May, 1822, and for the importer or proprietor of any wheaten flour warehoused under the authority of the foregoing act of 5 Geo. 4. c. 70, and which shall remain in warehouse on 22d June, 1825, to take any such corn or flour or any part thereof out of warehouse, and to enter the same for home consumption, at the times and in the proportion following, and subject to the payment of the several duties hereinafter mentioned; that is to say, any quantity of such corn, grain, or flour (not exceeding one half part of the whole quantity warehoused belonging to any such importer or proprietor respectively), at any time between the 15th June and 15th July, 1825, and the remainder being the other half of such corn, grain, or flour warehoused on 22d June, 1825, belonging to any such importer or proprietor respectively, at any time between the said 15th July and 15th August next following. 6 Geo. 4. c. 65. § 1.

Duties. Upon the entry for home consumption of any such corn or grain, or flour under this act, and before the same shall be taken out of warehouse, within the respective times and in the respective proportions hereinbefore mentioned, there shall be paid upon all such corn or grain and flour, the duties hereinafter mentioned, and no other duties in lieu of all duties payable on such corn or grain, or flour, under any act or acts in force before 22d June, 1825, *viz.*

		£.	s.	d.
— Wheat, the quarter	Duty	0	10	0
— Rye, Peas, or Beans, the quarter	Duty	0	6	6
— Barley, Bear, or Bigg, the quarter	Duty	0	5	0
— Oats, the quarter	Duty	0	3	6
— Wheaten Flour, the cwt.	Duty	0	2	10
				§ 2.

When Corn and Flour not to be taken out. No such warehoused corn or grain, or flour, or any part thereof, shall be admitted to entry for home consumption, nor shall be taken out of warehouse, under the provisions of this act, at any time after the 15th August, 1825, nor shall any greater proportion of the respective quantities of such corn, grain, or flour, than one half part of the whole of such quantities warehoused on 22d June, 1825, be so entered or taken out of the warehouse within either of the periods hereinbefore mentioned. § 3.

Peas. It shall be lawful to import peas for seed, on payment of the duty at times when the importation of peas may be prohibited on account of the average price thereof. 6 Geo. 4. c. 111. § 14.

CORNU CERVI CALCINATUM, the lb. Duty 0 0 8

The horn of the male red deer or hart calcined. It is used medicinally.—*Ed.*

COSTUS, the lb. Duty 0 1 0
Drawback 0 0 8

A plant growing in the East Indies. Formerly it was much used in medicine; though now it is nearly rejected from the Pharmacopœia.—*Ed.*

Eight species, natives of South America and the East Indies. The plants of this genus, and of the whole natural order, are very interesting, and much sought for by the cultivators of exotic plants.—*Ency. Metrop.*

COTTON, Manufactures of, the £100 value Duty 10 0 0
.... and further, if printed, for every square
yard Duty 0 0 3½

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COTTON. Articles of manufactures of Cotton, wholly or in part made up, not otherwise charged with Duty, the £100 value [7 Geo. 4. c. 48.]..... Duty 20 0 0
 ———— Wool, or Waste of Cotton Wool. See Wool.

That branch of industry which, in numerous ramifications and subdivisions, is comprehended under the name of the cotton manufacture, is of peculiar interest both as exhibiting the powers of the human mind and of human skill, and as having enriched the community, and raised the condition of our lower orders to a degree of comfort to which their forefathers were wholly strangers. This manufacture, though probably introduced into England about the year 1600, and extensively carried on, as was then thought, in the neighbourhood of Manchester about the year 1641, according to Lewis Roberts's book, entitled "Treasure of Traffic," had not reached such a state in the year 1760, as to produce any cloth made of cotton alone. The art of spinning cotton of sufficient tenacity to be used as warp, was utterly unknown; and that part of the fabric, on the strength of which its utility to the wearer depends, was made of linen-yarn, cotton only being used for the weft or shoot. The introduction of the carding machine about 1762 was soon followed by several attempts to spin also by machinery; but these seem to have been ineffectual till 1769, when Mr., afterwards Sir Richard, Arkwright, obtained his first patent for the spinning frame. It is not too much to assert, that as the use of the raw materials has increased a hundred fold within the last seventy years, so in spite of all the economy in the application of labour to the manufacture, the demand for workmen has increased in far more than an equal proportion. It appears by the customhouse accounts that the quantities of cotton-wool imported on averages of three years, which for comparison's sake we have selected at different periods, have been as follows:—

Average weight of cotton annually imported in the years 1765, 1766, and 1767	lb. 4,241,364
Average imports of the years 1804, 1805, and 1806.....	59,908,673
Average imports of the years 1822, 1823, and 1824.....	153,799,302

The increased use of the raw material gives, however, a very imperfect view of the augmentation of the national wealth created by this manufacture. At first, the chief application of cotton was to the fabrication of the heavier kinds of goods, such as were adapted for pockets or jackets for grooms or other labouring men; cotton thicksets, barragons, herring-bones, and similar goods were next added; and later still cotton-velvets, velveteens, and various fancy cords; in all of which the weight of the cotton was great in proportion to the value of the finished commodity. At a later period, when mule spinning became perfected, muslins were introduced, which were gradually made of a finer and finer texture, till it is said, a single pound of cotton, not worth more than three shillings, has been converted into a piece of muslin worth double that number of pounds. The advances made in this last article have been so great, that whereas forty years ago all the muslins worn in Europe and America were furnished from the several parts of India, at this time considerable quantities are shipped for that country.—*Quarterly Review*, No. LXIII.

The Earl of Liverpool, in his speech in the House of Lords, June 30, 1825, said, "He reminded their lordships of the remarkable circumstance, that the British manufacturer could undersell the natives of India in their own market, though the price of labour was here 2s. 6d. a-day, and in India only 2d."

COUHAGE, or COWITCH, the lb..... Duty 0 1 3
 Drawback 0 0 10

Couhage, or Stinking Beans; a kind of kidney-beans imported from the East Indies, where they are used as a cure for the dropsy. The down growing on the outside

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outside of the pod is so pointed, as, like a nettle, to sting the flesh, though not with so painful a sensation. This, by a corruption of the word, is called cowitch.—*Ency. Britan.*

COWRIES, the £100 value Duty 20 0 0

Cowries are small shells which serve the purpose of coin in various parts of the East Indies and the coast of Guinea.—*Ed.*

CRANBERRIES, the gallon Duty 0 0 6

Newfoundland produces the best cranberries. They are used chiefly in pastry.—*Ed.*

CRAYONS, the £100 value Duty 40 0 0

Crayons are composed of coloured stones, earths, or other minerals pounded, and then reduced to a paste, by mixture with gum, glue, resin, soap, &c. and a little water.—*Ency. Metrop.*

CREAM of TARTAR, the cwt. Duty 0 4 8

As to description of, see Argol.

CRYSTAL BEADS. See Beads.

———— rough, the £100 value Duty 20 0 0

———— cut, or in any way manufactured, the £100 value Duty 30 0 0

Crystals are hard, pellucid, and naturally colourless bodies. There are many various species of it produced in different parts of the globe.—*Hill.*

CUBEBS, the lb. Duty 0 2 0

Cubebs have much of the appearance of common pepper, but each berry has a short stalk attached to it, whence the term *piper caudatum*. Those which are large, heavy, plump, and of a fragrant odour, are to be preferred to the light, small, and inodorous. Their flavour is aromatic and bitter: but they have not the biting pungency of common pepper.—*Brande.*

CUCUMBERS, pickled, including the vinegar, the gallon

Duty 0 3 0

———— preserved in salt and water, the £100 value Duty 20 0 0

Cucumbers. This genus of tropical plants contains seventeen species, several of which are of considerable importance. *C. colocynthis*, producing the medicine called Coloquintida, is a native of Africa. *C. Anguria*, the round prickly cucumber, native of the West Indies, where it is used with other vegetables in soups. *C. melo*, the common melon, is supposed to be a native of Persia: it was cultivated in Europe in the 16th century. *C. sativus*, the cucumber, native of the East Indies; the varieties are as easily produced as those of the melon: those with the smoothest rind and fewest seeds are most esteemed. *C. anguinus*, the snake cucumber, bears fruit sometimes from three to four feet long; it is only grown as a curiosity, the flavour being bitter. Several other species produce fruits that are eaten by the inhabitants of the countries of which they are natives.—*Ency. Metrop.*

The mode of pickling them in England, which it is presumed differs little from the one adopted abroad, may be found in most cookery books.—*Ed.*

CULM, the ton Duty 2 0 0

Is a variety of coal. It is found principally in Wales; it is not easily kindled, but when once it is so it burns a long time, without flame or smoke; it does not cake, and it leaves but few ashes. Dr. James Hutton published in 1777 a small pamphlet, entitled "Considerations on the Nature, Quality, and Distinction of Coal and Culm," which occasioned some controversy.—*Ency. Metrop.*

DIA

CURRANTS, the cwt.	Duty	2	4	4
	Drawback	2	0	0

Currants being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See this more fully in page 1.

No abatement of duties shall be made on account of any damage received by currants. 6 Geo. 4. c. 107. § 30.

Currants, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

Currants are brought principally from Zante and Cephalonia. They are gathered off the bushes, and laid to dry in the sun, and so put up in large butts.—*Ency. Britan.*

CUTTLE SHELLS, the 1000.	Duty	0	12	6
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The bone of the cuttle-fish is hard on one side, but soft and yielding on the other; so as readily to receive pretty neat impressions from medals, &c. and afterwards to serve as a mould for casting metals, which thus takes the figure of the original; the bone is likewise frequently employed for cleaning or polishing silver.—*Ency. Britan.*

D.

DAMASK Tabling, Towelling, or Napkinning. See Linen.

DATES, the cwt.	Duty	4	10	3
	Drawback	4	0	0

The husk, or covering of the date, called by the ancients elate, or spatha, when the fruit is in its growth, is variable, having as many changes of colour as the fig has. Dates are brought to us from Egypt, Syria, Africa, and the Indies. They never come to full maturity in Italy or the most southern parts of Spain. The best come from Tunis and Persia.—*Chambers.*

DERELICT. Foreign Liquors, Derelict, Jetsam, Flotsam, Lagan, or Wreck, brought or coming into Great Britain or Ireland, are subject to the same duties and entitled to the same drawbacks, as liquors of the like kind regularly imported.

It is observed, that in order to constitute a legal wreck, the goods must come to land. If they continue at sea, the law distinguishes them by the barbarous and uncouth appellations of jetsam, flotsam, and lagan. Jetsam is where the goods are cast into the sea, and there sink and remain under water: flotsam, is where they continue swimming on the surface of the waves: lagan, is where they are sunk in the sea, but tied to a cork or buoy, in order to be found again.—*Blackstone.*

DIAGRYDIUM. See Scammony.

DIAMONDS. Duty Free.

Diamonds may be landed in the United Kingdom without report, entry, or warrant. 6 Geo. 4. c. 107. § 2.

The commerce of diamonds is, perhaps necessarily, in the hands of two distinct classes, *viz.* the diamond merchants and the jewellers. In the great or wholesale trade there is but little fluctuation in the price of those diamonds which may be termed stones in general demand. Diamonds are sold by a particular standard, which appears to be universally adopted. The integer of weight is termed a carat, and it is divided into four grains. The different forms in which diamonds appear when polished are first the brilliant, the next the rose, the third the table, to which

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may be added the lasques. Brilliants, from a grain to two and a half grains each, double cut, and what may be termed fine, are worth from £7 to £8 per carat. Brilliants, from two grains to three, may be bought in lots, at from 7 guineas to £8 per carat. Brilliants, from three grains to four, if very fine, and well proportioned, are worth from 8 guineas to £9 per carat. Those of a carat each, if very fine, and well selected, are now worth 9 guineas to £10. Brilliants from five grains to six, if pure, are worth from £13 to £14; if perfectly fine, and of the full weight of six grains, they are worth £17 to £18 each. Brilliants of two carats each, are worth from £27 to £30. Well proportioned diamonds from six grains to two carats each, are always in demand, and are retailed at from £20 to £35 each, according to their degree of perfection, or as the retailer may think fit to charge them. For brilliants of three carats, if fine and well formed, from £70 to £80 may be obtained. Brilliants of four carats, if fine, are worth from £100 to £130. Brilliants of five carats are not frequently met with in general trade, and are variable in price, as the dealers exact more if they know that such stones are wanted, than they would in the regular course of business. The prices may be said to vary from £180 to £200. Brilliants of six carats, as before stated, are not common; they are suitable for centre stones of expensive necklaces, and single stone rings: if perfect and well shaped, they sell for £230 to £250, or more. For estimating the value of peculiarly fine diamonds, there is no fixed standard; the rule already published may, however, serve as a sort of guide. Rough diamonds, selected as fine, and well formed for cutting, may be estimated as follows:—Square the weight of the stone, multiply the product by two, and the result will be the value in pounds sterling. This rule, however, is by no means in general use. Brilliants, if fine, may be estimated by squaring the weight in carats, and multiplying the product by eight, which will give the amount in pounds sterling. (a)

—*Mawe.*

The first variety of carbon, or the diamond, may be distinguished from most other gems by its greater specific gravity, which is generally 3.5. In its native or rough state, it is usually found coated with a thin crust which produces a slight opacity; and would lead to the idea of its being semi-transparent only, but when this is removed it is nearly equal in that respect to rock crystal. Diamonds are found of various colours, black, blue, red, light yellow, &c. but the colourless variety, which is also of the most frequent occurrence, is the most esteemed; next to which are those containing the greatest depth of colour, as the black, blue, &c. The primitive form of the diamond is a regular octohedron: but it is often found in that of the dodecahedron and the quadrangular prism, with dihedral summits. Diamonds are met with in the Ghauts from Bengal to Cape Comorin; but are principally obtained in the tract between Golconda and Mazulipatam. They are also occasionally brought from Borneo and the district of Serro Dofrio in Brazil, where they are imbedded in a ferruginous sand. To ascertain whether any specimen is a true diamond or not, a fine file may be used; if the surface of the stone is in the least abraded, or scratched by its action, it is not a diamond. The difference will also appear upon close examination without this instrument; the rays of light easily pass through any other gems, but in the diamond they are refracted to the surface, which occasions that superior brilliancy to what is possessed by any other stones. If the specimen under examination be very minute, it may be placed between two half-crowns, or other flat metallic surfaces, and pressed with the thumb and finger; if a diamond, it will not be injured, but if otherwise, it will break and fall to powder. On account of the extreme hardness of the diamond, the art of cutting and polishing it was for a long time unknown in this country, when a foreigner of the name of Louis de Berquin, in 1456, is said to have con-

(a) This is an Indian rule, and is only applicable in some cases; but if there should be any natural imperfection in the stone or brilliant, or even if it be ill-formed although pure, the multiplier must be taken at a much lower number: and if superlatively fine, it may be taken, in some peculiar cases, proportionably higher.

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structed a polishing wheel for the purpose, which was fed with diamond powder instead of corundum, which the Chinese employ. Berquin was led to this experiment by observing the action produced by rubbing two rough diamonds together. Diamond powder is now used not only for this stone, but for cutting and polishing many others, particularly where a delicate effect is wanted, as in seal-engraving. Diamonds are seldom found larger than a hazel nut, and from that down to a very minute size; one half their bulk is also afterwards lost in the cutting and polishing. The largest diamonds are in the possession of the different crowned heads; that belonging to the Emperor of Russia being supposed to be the largest in existence. The value of cut diamonds is as the square of their weights: thus, if the value of one weighing 1 carat or 4 grains, is worth £8, that of 2 carats is worth £32, of 3 carats £72, consequently according to this rule a cut diamond of 100 carats would be worth £80,000. But after a certain size of about 20 carats, the value does not increase in this ratio, probably from the difficulty of finding purchasers for them.

—*Joyce.*

DIAPER Tabling, Towelling, or Napkinning. See Linen.

DICE, the pair. Duty 1 6 2

Pieces of bone or ivory, of a cubical form, marked with dots on each of their faces, from one to six, according to the number of the faces.—*Crabb's Tech. Dict.*

They are used for playing games of chance.—*Ed.*

DITTANY, the lb. Duty 0 1 0
Drawback 0 0 8

The fraxinella, or white dittany, grows wild in France, Italy, and Germany. It generally grows about two foot high. The leaves much resemble those of the common ash-tree, whence it has its name. The cortical part of the root is sometimes brought to us dried, and rolled up in the form of quills. This root should be chosen plump and full, white within and without, little burdened with small fibres, and clean.—*Rees.*

DOWN, the lb. Duty 0 1 3

The fine feathers from the breasts of several birds, particularly of the duck kind. That of the Eider duck is the most valuable. These birds pluck it from their breasts and line their nests with it. We are told that the quantity of down found in one nest more than filled the crown of a hat, yet weighed no more than three quarters of an ounce.—(Br. Zool.) 3 lb. of this down may be compressed into a space scarce bigger than one's fist; yet it is afterwards so dilatable as to fill a quilt 5-feet square.—(Salern. Orn. p. 416.) That found in the nests is most valued, and termed *live down*; it is infinitely more elastic than that plucked from the dead bird, which is little esteemed in Iceland.—*Ency. Britan.*

DRAGON'S BLOOD. See Sanguis Draconis.

DRAWINGS. See Prints.

DRUGS, not particularly enumerated nor otherwise charged

with duty, the £100 value Duty 20 0 0

Descriptions of the various sorts of drugs are given, under their several names, in alphabetical order.

DUST, perfumed. See Powder.

E.

EARTHENWARE not otherwise enumerated, the £100

value Duty 15 0 0

There is scarcely any manufacture which is so interesting to contemplate in its gradual improvement and extension, as that of earthenware, presenting, as it does, so beautiful a union of science and art, in furnishing us with the comforts and ornaments of polished life. Chemistry administers her part by investigating the several species

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species of earths, and ascertaining as well their most appropriate combinations, as the respective degrees of heat which the several compositions require. Art has studied the designs of antiquity, and produced from them vessels even more exquisite in form than the models by which they have been suggested. The ware has been provided in such gradations of quality as to suit every station, from the highest to the lowest. It is to be seen in every country, and almost in every house, through the whole extent of America, in many parts of Asia, and in most of the countries of Europe. At home it has superseded the less cleanly vessels of pewter and of wood, and by its cheapness has been brought within the means of our poorest housekeepers. Formed from substances originally of no value, the fabrication has induced labour of such various classes, and created skill of such various degrees, that nearly the whole value of the annual produce may be considered as an addition made to the mass of national wealth. The abundance of the ware exhibited in every dwelling is sufficient evidence of the vast augmentation of the manufacture, which is also demonstrated by the rapid increase of the population in the districts where the potteries have been established.—*Quarterly Rev.*

EAST INDIA. Goods of places within the limits of the East India Company's charter; unless into such ports as shall be approved of by the lords of the treasury, and declared by order in council to be fit and proper for such importation, prohibited to be imported on pain of forfeiture. 6 Geo. 4. c. 107. § 52. See PART 7.

EELS. See Fish.

EBONY, the ton. [7 Geo. 4. c. 48.] Duty 10 0 0

—— the produce of and imported from any British possession, the ton. [7 Geo. 4. c. 48.] Duty 0 15 0

—— Green Ebony, the produce of and imported from any British possession, [*Query, if now in force.*

See the foregoing rates on Ebony.] the ton. Duty 0 3 0

Ebony is brought from the Indies, exceedingly hard and heavy, susceptible of a very fine polish, and on that account used in mosaic and inlaid works, toys, &c. There are divers kinds of ebony; the most usual among us are black, red, and green, all of them the product of the island of Madagascar, where the natives call them differently *hazon mainthi*, q. d. *black wood*. The island of St. Maurice, belonging to the Dutch, likewise furnishes part of the ebonies used in Europe.—*Ency. Britan.*

EGGS, the 120 Duty 0 0 10

Eggs differ very much according to the birds that lay them, as to their colour, form, bigness, age, and the different way of dressing them: those most used in food are hens' eggs. To preserve the egg fresh, there needs no more than to preserve it full, and stop its transpiration; the method of doing which is, by stopping up those pores with matter which is not soluble in watery fluids: and on this principle it is, that all kinds of varnish, prepared with spirit of wine, will preserve eggs fresh for a long time, if they are carefully rubbed all over the shell: tallow, or mutton fat, is also good for this purpose; for such as are rubbed over with this, will keep as long as those coated over with varnish.—*Ency. Britan.*

ELASTIC GUM. See Caoutchouc.

EMBROIDERY and Needlework, from 5th July 1826, the

£100 value Duty 30 0 0

Embroidery, figured work wrought on silk or cloth with gold or silver thread.—*Crabb.*

EMERY-STONES. See Stone.

ENAMEL, the lb. Duty 0 7 2

There are two kinds of enamel, the opaque and the transparent. Transparent enamels

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enamels are usually rendered opaque by adding putty, or the white oxyde of tin, to them. The basis of all enamels is therefore a perfectly transparent and fusible glass.—*Ure.*

ESSENCE.

The purest and most subtle part of any body, or the spirit drawn out of certain substances.—*Crabb.*

———— of Bergamot or of Lemon, the lb..... Duty 0 4 6

Essence of Bergamot is procured from the citron, and comes to us from Italy and Sicily.—*Ed.*

Essence of Lemon is derived from the peel of the fruit, and is also imported from Italy and Sicily.—*Ed.*

———— of Spruce, the £100 value..... Duty 20 0 0

Essence of Spruce is extracted from the fir tree, chiefly of North America; and is used in preparing spruce beer.—*Ed.*

———— not otherwise enumerated, the lb..... Duty 0 4 6

EUPHORBIIUM, the lb..... Duty 0 0 8

Drawback 0 0 5

The officinal euphorbium is a native of Africa, and the gum resin, as it is not quite properly called, is imported in the form of small hollow tears of an intolerably acrid flavour.—*Brande.*

EXTRACT, Cardamoms,

———— Coculus Indicus,	} Extract or preparation of, the £100 value,	Duty 75 0 0
———— Grains, viz. Guinea Grains,		
———— of Paradise,		
———— Liquorice,		
———— Nux Vomica,		

———— Oak Bark, solid vegetable extract from oak bark, or other vegetable substances, to be used for the purpose of tanning leather, and for no other purpose whatever, the cwt. Duty 0 3 0

———— the produce of New South Wales and its Dependencies, and imported direct from thence, until the 1st January 1833.. Duty *Free.*

———— Opium,	} Extract or preparation of, the £100 value.	Duty 25 0 0
———— Pepper, viz. Guinea Pepper,		

———— Peruvian or Jesuits' Bark, extract or preparation of, the lb. Duty 0 5 0

———— Quassia, extract or preparation of, the £100 value Duty 50 0 0

———— Radix Rhatanie, extract or preparation of, the lb. Duty 0 5 0

———— Vitriol, extract or preparation of, the £100 value Duty 25 0 0

———— or preparation of any article, not being particularly enumerated, nor otherwise charged with duty, the £100 value..... Duty 20 0 0

Extract. When decoction is carried to such a point as to afford a substance either solid or of the consistence of paste, this residual product is called an *extract*.
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When chemists speak of extract, they most commonly mean the product of aqueous decoction; but the earlier chemists frequently speak of spirituous extract.—*Ure*.

F.

FEATHERS for Beds, in beds or not, the cwt.	Duty	2	4	0
————— Ostrich, dressed, the lb.	Duty	1	10	0
..... undressed, the lb.	Duty	0	10	0
————— not otherwise enumerated, <i>viz.</i>				
..... dressed, the £100 value	Duty	20	0	0
..... undressed, the £100 value ..	Duty	10	0	0

Feathers make a considerable article in commerce, particularly those of the ostrich, heron, swan, peacock, goose, &c. for plumes, ornaments of the head, filling of beds, writing pens, &c. Eider down is imported from Denmark; the ducks that supply it being inhabitants of Hudson's Bay, Greenland, Iceland, and Norway. Hudson's Bay also furnishes very fine feathers, supposed to be of the goose kind. The down of the swan is brought from Dantzic. The same place also sends us great quantities of the feathers of the cock and hen. The best method of curing feathers is to lay them in a room, in an exposure to the sun: and when dried, to put them in bags, and beat them well with poles to get the dirt off.—*Ency. Britan.*

FIGS, the cwt.	Duty	1	1	6
	Drawback	0	19	0

The best figs are the produce of Turkey, Italy, Spain, Provence, &c. The islands of the Archipelago yield figs in great abundance: but they are much inferior in goodness to those of Europe.—*Chambers*.

Figs being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See this more fully in page 2.

Figs, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

No abatement of duties shall be made on account of any damage received by figs. 6 Geo. 4. c. 107. § 30.

FISH, Eels, the ship's lading	Duty	13	1	3
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Fresh Fish, British taken, and imported in British ships, may be landed in the United Kingdom without report, entry, or warrant. 6 Geo. 4. c. 107. § 2.

Eels. The figure and appearance of this species are too well known to require a particular description. It is a native of almost all the waters of the ancient continent, frequenting not only rivers but stagnant pools, and occasionally salt marshes and lakes. In spring it is found even in the Baltic and other seas. In some places near the mouths of the Baltic, they are taken in such abundance that they cannot be used fresh, but are smoked and salted, and conveyed by waggon-loads into Saxony, Silesia, &c. We are told that 2000 have been taken in Jutland at a single sweep of the net, and 60,000 in the Garonne in one day, by a single net. It is generally alleged that the eel cannot bear the water of the Danube; and it is rarely found either in that river or the Wolga, though very common in the lakes and rivers of Upper Austria. Its ordinary size is from two to three feet, though it has been known to attain to the length of six feet, and to weigh fifteen pounds.—*Ency. Britan.*

Fresh Fish Duty Free. Fresh fish of every kind, of British taking, and imported in British ships; and fresh lobsters and turbot, however taken,
or

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or in whatever ship imported; and cured fish of every kind, of British taking and curing, imported in British ships, shall be imported *free of all duties*, and shall not be deemed to be included in any charge of duty imposed by any act hereafter to be made on the importation of goods generally; provided that before any cured fish shall be entered free of duty, as being of such taking and curing, the master of the ship importing the same shall make oath before the collector or controller, that such fish was actually caught, taken, and cured wholly by His Majesty's subjects. 6 Geo. 4. c. 107. § 42.

Fish of foreign taking or curing, or in foreign vessels, except turbot and lobsters, stock-fish, live eels, anchovies, sturgeon, botargo, and caviare, prohibited to be imported on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

FISH, dried or salted, not being stock-fish. See page 20.

—— Lobsters Duty *Free*.

Lobsters are brought in vast quantities from the Orkney Islands, and many parts of the Eastern coasts of Scotland, to the London markets, but the metropolis is also well supplied with lobsters at most seasons of the year from the coasts of Norway, and these latter are in more esteem for the table than the Scottish kind.—Mr. Pennant mentions in his *Tour in Scotland* in 1772, that sixty or seventy thousand lobsters are annually brought to London from the neighbourhood of Montrose alone.—*Rees*.

Lobsters, *fresh*, may be landed in the United Kingdom without report, entry, or warrant. 6 Geo. 4. c. 107. § 42.

—— Oysters, the bushel Duty 0 1 6

Oysters. This shell-fish is well known. Oysters are occasionally brought from the French coast, and are to be met with in most parts of the world.—*Ed*.

—— Stock-fish, the 120 Duty 0 5 0

Stock-fish. Dried cod, so called from its hardness.—*Johnson*.

—— Sturgeon, the keg, not containing more than 5 gallons Duty 0 9 0

Sturgeon. It feeds on fishes, particularly the herring, salmon, mackerel, and coal-fish. It spawns in spring, and is amazingly prolific, Lewenhoeck having found in the roe of one of them 150,000,000,000 ova! It inhabits the ocean, the Mediterranean, and the Red, Black, and Caspian seas, especially such parts of them as are not remote from the æstuaries of large rivers, which they occasionally ascend in great multitudes. In some of the rivers of Virginia they are so numerous that six hundred have been taken in two days merely by a pole, with a strong hook fixed to the end of it. The flesh is very delicate, white, and firm, and when roasted is said to resemble veal. In this country it is usually served in a pickled state, being imported from America and the Baltic.—*Ency. Britan*.

—— Turbots Duty *Free*.

Turbot. A well-known fish, of a remarkably square form. Turbots grow to a large size, some of them weighing from 23 to 30 lb. They are taken chiefly off the North coast of England, and others off the Dutch coast.—*Chambers*.

Fresh turbot may be landed in the United Kingdom without report, entry, or warrant. 6 Geo. 4. c. 107. § 2.

—— Fresh Fish, British taken, and imported in British ships Duty *Free*.

—— cured Fish, of British taking and curing Duty *Free*.

FISHING NETS, old. See Rags.

FLASKS. See Bottles.

FLAX,

FLAX

FLAX, and Tow or Codilla, of Hemp or Flax, whether dressed or undressed, *viz.*

— until 6th July, 1826, the cwt.....	Duty	0	0	4
— from 5th July, 1826, until 6th July, 1827, the cwt.	Duty	0	0	3
— from 5th July, 1827, until 6th July, 1828, the cwt.	Duty	0	0	2
— from and after 5th July, 1828, the cwt.....	Duty	0	0	1

Flax or hemp, beaten and combed. It is used for calking of ships, and various other purposes.—*Ed.*

The best seed is that from the East country, particularly from Riga, whence great quantities are imported into Scotland and Ireland. The finest seed is short, roundish, firm, oily, heavy, and of a shining or clear brown colour.—*Chambers.*

The finest thread is made from the fibrous plant.—*Ed.*

Flax, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships: the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Flax, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

As to exemption of duty on flax, the produce of New South Wales, Norfolk Island, or Van Dieman's Land, or of New Zealand; see WALES, New South, in this Part.

AN ACCOUNT of the Quantity of Flax, dressed and undressed, Imported from Foreign Countries into Great Britain, in the Year ended 5th January, 1826; distinguishing the Quantity Imported in British-built Vessels, from that Imported in Foreign Vessels, together with the Countries from which Imported, and the Amount of the Duties paid thereon.

Countries from which Imported.	Quantities of Flax, Dressed and Undressed, Imported into Great Britain,									Amount of Duty Paid thereon.		
	In British Ships.			In Foreign Ships.			Total.					
	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>	£.	s.	d.
Russia	655,180	0	23	1,592	2	22	656,772	3	17	11,544	11	7½
Sweden.....	188	1	13				188	1	13	3	18	6
Prussia	73,389	0	18	27,589	2	16	100,978	3	6	1,839	9	1½
Germany	2,845	0	12	1,177	0	9	4,022	0	21	77	1	11½
Holland	113,427	2	14	14,370	2	17	127,798	1	3	2,675	18	3¼
Flanders.....	43,701	1	13	50,480	2	21	94,182	0	6	2,389	4	1½
France	32,552	3	23	17,812	0	8	50,365	0	3	1,200	16	7¼
Italy	14	3	27				14	3	27		5	0
Brazil	0	2	14				0	2	14	0	0	3
Guernsey (produce thereof).....	13	2	0				13	2	0	0	0	0
Total.	921,313	3	17	113,022	3	9	1,034,336	2	26	19,731	5	5

AN ACCOUNT of the Quantity of Foreign Flax and Flax Seed, imported into Great Britain, in the year ending 5th January, 1826.

Flax	<i>Cwt.</i>	<i>qrs.</i>	<i>lb.</i>
	1,034,336	2	26
Flax and Linseed	<i>Bushels.</i>		
	2,480,822		

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FLINT STONES, for Potters. See Stones.

FLOCKS, the cwt. Duty 0 19 0

Cuttings of wool in a partial state of manufacture. They are used in the stuffing of mattresses, and latterly of beds. A finer sort is known in Gloucestershire by the name of *Milpuff*.—*Ed.*

FLOTSAM. See Derelict.

FLOWER ROOTS, the £100 value. Duty 20 0 0

The different sorts of flower roots are so numerous as quite to forbid the attempt of describing them here. Information, however, on the subject may be acquired from any book on Gardening.—*Ed.*

FLOWERS, Artificial, not made of Silk, the £100 value

Duty 25 0 0

Flowers, artificial, are chiefly brought from France, where they are made in great variety and perfection.—*Ed.*

FOSSILS, not otherwise enumerated, the £100 value Duty 20 0 0

———— Specimens of. See Specimens.

In this globe are many bodies, which, because we discover them by digging into the bowels of the earth, are called by one common name *fossils*; under which are comprehended metals and minerals.—*Locke.*

Those bodies which will melt in the fire are called *minerals*; the rest *fossils*.—*Pemberton.*

FRAMES for Pictures, Prints, or Drawings, the £100 value

Duty 20 0 0

Frames for pictures are of various materials, according to the size and value of the pictures, &c. in which they are contained. Usually, however, they are made of deal, carved or ornamented with plaister, gilded. At present plain oak frames are much in vogue. Frames for prints and drawing are made of various materials and generally of small value.—*Ed.*

FRANKINCENSE. See Olebanium.

FURRIERS' WASTE, the £100 value [7 Geo. 4. c. 48,]

Duty 10 0 0

Furriers' Waste. The refuse of furs, &c. used by furriers.—*Ed.*

FURS. See Skins.

FUSTIC, the ton. Duty 0 4 6

———— the produce of any British possession (a) in America, or on the West coast of Africa, the ton

Duty 0 3 0

Fustic is procured from a tree of considerable magnitude, which grows in the West Indies. The wood is yellow, as its name imports, with orange veins. Ever since the discovery of America it has been used in dyeing, as appears from a paper in the Transactions of the Royal Society, of which Sir William Petty was the author. Its price is moderate, the colour it imparts is permanent, and it readily combines with indigo, which properties give it a claim to attention as a valuable ingredient in dyeing.—*Ency. Britan.*

GALANGAL, the lb. Duty 0 0 6

Drawback 0 0 4

Galangal, a medicinal root, brought from the East Indies; the produce of a plant of the same name. There are two kinds of galangals, the small and the

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

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great. The smaller is by far the most in esteem, and is almost the only one heard of in prescription. The galanga minor, or lesser galangal, is a small short root, of an irregular figure, of the thickness of a man's little finger, and is seldom met with in pieces of more than an inch or two long. Its colour is a brownish-red on the outside, and somewhat brighter-red within, though still with a considerable admixture of brown. The small galangals are to be chosen full and plump, and of a bright colour, very firm and sound, and of an acrid and insupportable hot taste. The larger galangal grows chiefly in Java and Malabar. The people of the East Indies use these roots by way of spice.—*Rees*.

GALBANUM, the lb. Duty 0 1 4
Drawback 0 0 10

Galbanum exudes from the bubon galbanum. This juice comes over in masses, composed of white, yellowish, brownish-yellow, and brown tears, unctuous to the touch, softening betwixt the fingers; of a bitterish, somewhat acrid, disagreeable taste, and a very strong smell; generally full of bits of stalks, leaves, seeds, and other foreign matters. Galbanum contains more of a resinous than gummy matter.—*Ure*.

GALLS, the cwt. [7 Geo. 4. c. 48.] Duty 0 5 0

These excrescences are produced by a small insect which deposits its egg in the tender shoots of a species of oak abundant in Asia Minor. When the maggot is hatched, it produces a morbid excrescence of the surrounding parts, and it ultimately eats its way out of the nidus thus formed, and makes its escape; but the galls should be gathered before this happens, for when the insect has decamped, they are less astringent and dense than before. The best galls are imported from Aleppo and Smyrna. Their taste is extremely astringent and somewhat bitter, their surface tubercular, and of a deep bluish-grey, or olive colour. Those which are light in weight and colour, and which instead of breaking dense and resinous are hollow and pulverulent, are of inferior quality.—*Brande*.

GAMBOGE, the lb. Duty 0 1 8
Drawback 0 1 1

Gamboge is a concreted vegetable juice, partly of a gummy, partly of a resinous nature. It is heavy, of a bright yellow colour, and scarce any smell. It is brought from America, and from many parts of the East Indies, particularly from Cambaja, or Cambogia, whence it has its name.—*Hill*.

GARNETS, cut, the lb. Duty 1 10 0
— rough, the lb. Duty 0 10 0

The colour of the garnet varies from dark to light red or brown; the Syrian is considered the finest, and supposed to be the stone the ancients called the carbuncle. It is always known by its peculiar colour, and better by its great specific gravity. The finest varieties come from India, and some good specimens have been received from Greenland. When large, and free from flaws, they are worth from £2 to £5 or £6, and even more: but stones of this value are of rare occurrence, and always in demand.—*Mawe*.

GAUZE of Thread, the £100 value Duty 30 0 0

Gauze, a very thin, slight, transparent kind of stuff, woven sometimes of silk, and sometimes only of thread. There are figured gauzes; some with flowers of gold and silver, on a silk ground: these last are chiefly brought from China.—*Ency. Britan.*

GENTIAN, the lb. Duty 0 0 6
Drawback 0 0 4

Gentian is abundant in the Swiss and Austrian Alps, and in the mountainous forests of many parts of Germany, whence the roots are chiefly imported in contorted pieces of various sizes, covered with a brownish wrinkled epidermis. When broken, they exhibit a brown bark, surrounding an interior yellow and more fibrous part;

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they should be tough and flexible, and free from worms. The taste of gentian is purely and intensely bitter, accompanied by a slight sweetness, which in fine samples is very manifest on touching the tongue with the broken surface of the root.—*Brande.*

GIBRALTAR. All goods, the produce of places within the limits of the East India Company's charter, having been imported into Gibraltar in British ships, shall, upon subsequent importation into the United Kingdom, *direct* from thence, be liable to the same duties as the like goods would be liable to, if imported direct from some place within the limits of the said charter. 6 Geo. 4. c. 111. § 13.

For description of Gibraltar, see PART 6.

GINGER, the cwt.	Duty	2	13	0
— preserved, the lb.	Duty	0	3	2
— the produce of any British possession (a) the cwt.	Duty	0	11	6
	Drawback	0	10	0
.... preserved, the lb.	Duty	0	0	3

This grateful aromatic root had a very early introduction into Hispaniola; and Acosta relates, that it was conveyed from the East Indies to New Spain by a person named Francisco de Mendoza.

Ginger is distinguished into two sorts, the black and the white; but the difference arises wholly from the mode of curing. In the cultivation of this root, no greater skill or care is required than in the propagation of potatoes in Great Britain, and it is planted in much the same manner.—*Edwards.*

GINSENG, the lb.	Duty	0	1	6
	Drawback	0	1	0

There are two species, both of which grow naturally in North America; one of them is believed to be the same with the Tartarian ginseng, the figures and description of that plant, which have been sent to Europe by the missionaries, agreeing perfectly with the American plant. The ginseng is one of the principal medicines of the Chinese and Tartars.—*Chambers.*

GLASS, from and after the 5th of January 1826, *viz.*

— Crown Glass, or any kind of Window Glass (not				
— being Plate Glass or German Sheet Glass), the cwt.	Duty	8	6	8
— German Sheet Glass, the cwt.	Duty	10	0	0
— Plate Glass, Superficial measure, <i>viz.</i>				
.... not containing more than 9 square feet, from				
5th January 1826 to 6th January 1827				
the square foot	Duty	0	7	0
.... after 5th January 1827, the square				
foot.	Duty	0	6	0
.... containing more than 9 square feet and				
not more than 14 square feet, from				
5th January 1826 to the 6th January				
1827, the square foot	Duty	0	9	0
.... after 5th January 1827, square foot. .	Duty	0	8	0
— Plate Glass, containing more than 14 square feet,				
and not more than 36 square				
feet, from the 5th January				
1826 to 6th January 1827,				
the square foot	Duty	0	10	6
.... after 5th January 1827, the				
square foot.	Duty	0	9	6

(a) By 7 Geo. 4. c. 43. § 23. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

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GLASS, Plate Glass, *continued.*

.... containing more than 36 square feet from 5th January 1826 to 6th January 1827, the square foot.....	Duty	0	12	0
.... after 5th January 1827, the square foot.....	Duty	0	11	0

———— Glass Manufactures not otherwise enumerated, and old broken Glass fit only to be re-manufactured, the £100 value.....	Duty	20	0	0
.... and further, the cwt.	Duty	4	0	0

Glass, a transparent, brittle, factitious body, produced from sand melted in a strong fire with fixed alkaline salts, lead, slags, &c. till the whole becomes perfectly clear and fine. Venice, for many years, excelled all Europe, in the fineness of its glasses; and in the thirteenth century, the Venetians were the only people that had the secret of making crystal looking glasses. The great glass works were at Muran, or Murano, a village near the city, which furnished all Europe with the finest and largest glasses. *Crown Glass*, of which, says Neri, there are two kinds, distinguished by the places where they are wrought.—*French Glass*, called also *Normandy Glass*, and formerly *Lorraine Glass*, because made in those provinces. At present it is made wholly in the nine glass works; five whereof are in the forest of Lyons, four in the county of Eu; the last at Beaumont near Rouen. It is of a thinner kind than our crown glass; and when laid on a piece of white paper, appears of a dirtyish green colour. There are but twenty-five tables of this to the case.—*German Glass* is of two kinds, the *white* and the *green*: the first is of a whitish colour, but is subject to those small curved streaks observed in our Newcastle glass, though free from the spots and blemishes thereof. The green, besides its colour, is liable to the same streaks as the white; but both of them are straighter and less warped than our Newcastle glass.—*Dutch Glass* is not much unlike our Newcastle Glass either in colour or price. It is frequently much warped like that, and the tables are but small.—*Newcastle Glass* is that most used in England.—*Phial Glass* is a kind betwixt the flintglass and the common bottle or green glass.—*The Common Bottle* or *Green* is formed of sand of any kind fluxed by the ashes of burnt wood, or of any parts of vegetables.—*Plate* or *Mirror Glass*. The materials of which this glass is made are much the same as those of other works of glass. The largest glasses at St. Gobin are run; the middle size and small ones are blown.—*Ency. Britan.*

GLOVERS' CLIPPINGS, fit only to make glue, the cwt.

Duty 0 4 9

Glovers' Clippings. The refuse of leather used in making gloves.—*Ed.*

GLOVES, Habit Gloves, from the 5th July 1826, the dozen

pair..... Duty 0 4 0

———— Men's Gloves, from the 5th July 1826, the dozen

pair..... Duty 0 5 0

———— Women's Gloves or Mitts, from the 5th July 1826,

the dozen pair..... Duty 0 7 0

Gloves are distinguished into leathern gloves, silk gloves, thread gloves, cotton gloves, worsted gloves, &c. Leathern gloves are made of chamois, kid, lamb, doe, elk, buff, &c.—*Ency. Britan.*

It shall not be lawful to import any leather gloves into any port other than the port of London, until after the 5th July, 1827, nor unless in packages each of which shall contain one hundred dozen pairs of such gloves at least, nor unless in ships of the burthen of seventy tons or upwards; and such restrictions shall be complied with and enforced in like manner as if the same were set forth in the table in page 18.

[7 Geo. 4. c. 48. § 7.]

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GLUE,

GUE

GLUE, the cwt. Duty 0 12 0

Glue, among artificers, a tenacious viscid matter, which serves as a cement to bind or connect things together. Glues are of different kinds, according to the various uses they are designed for, as the common glue, glove glue, and parchment glue; whereof the two last are more properly called size. The glue manufactured in Europe is of different kinds; but that which is made in England is esteemed the best. Its colour is of a brownish red. The Flanders glue is considered as of an inferior quality to that made in England, while the glue manufactured in France is not so good as either. The reason assigned for this difference of quality is, that bones and sinews are made use of by the Flemish and French in the manufacture of this article, while the English employ skins, which yield a much stronger glue.—*Ency. Britan.*

GOLD. See Bullion.

GRAINS, *viz.* Guinea Grains, the lb. Duty 0 2 0
 Extract or Preparation of. See Grains, in
 Extract.

Guinea Grains. The seed of a plant produced in the East Indies and Guinea. They are somewhat like pepper, and applied to similar purposes.—*Ed.*

———— of Paradise, the lb. Duty 0 2 0
 Extract or Preparation of. See Grains, in
 Extract.

Grains of Paradise are the same as Guinea Grains.—*Ed.*

GRANILLA, the lb. Duty 0 0 10
 ————— the produce of any British possession (a) the
 lb. Duty 0 0 5

The inferior parts of cochineal.—*Ed.*

GRAPES, the £100 value. Duty 20 0 0
 ————— Rape of. See Rape of Grapes.

Grapes. The fruit of the vine. The varieties of the vine are very numerous. Chaptal, when minister of the interior, collected in the nursery of the Luxembourg, upwards of fourteen hundred sorts, from the different provinces of France, of which about one thousand appeared worthy of a particular description: and Don Simon de Roxas Clemente, to whom we are indebted for the most scientific work on the subject, enumerates about two hundred and fifty varieties, as cultivated in the kingdom of Andalusia alone. One of the richest Malaga wines is furnished by a grape that is said to have originally come from the Banks of the Rhine.—*Henderson.*

Great quantities of grapes are brought from Spain and Portugal, generally packed in jars.—*Ed.*

GREASE, the cwt. Duty 0 1 8
 The soft part of fat; the oily or unctuous part of animals.—*Johnson.*

GREAVES for dogs, the cwt. Duty 0 2 0
 The residuum of fat after extracting the tallow.—*Ed.*

GUERNSEY, &c.

Goods of Guernsey, Jersey, &c. Duty Free; with Exceptions.—It shall be lawful to import into the United Kingdom any goods of the produce or manufacture of the islands of Guernsey, Jersey, Alderney, Sark or Man, from the said islands respectively, *without payment of any duty* (except in the cases hereinafter mentioned): and such goods shall not be deemed to be included in any charge of duties imposed by any act here-

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

GUM

after to be made on the importation of goods generally from parts beyond the seas: provided, that such goods may nevertheless be charged with any proportion of such duties, as shall *fairly countervail any duties of excise, or any coast duty*, payable on the like goods, the produce of the part of the United Kingdom into which they shall be imported: provided also, that such exemption from duty shall not extend to any manufactures of the said islands, made from materials the produce of any foreign country; except manufactures of linen and cotton made in and imported from the Isle of Man. 6 Geo. 4. c. 107. § 38.

Certificate of Produce, and Oath. Before any goods shall be entered as being the produce of the said islands (if any benefit attach to such distinction), the master of the vessel importing the same shall deliver to the collector or controller a certificate from the governor, lieutenant governor, or commander in chief of the island whence such goods were imported, that proof had been made in manner required by law, that such goods were of the produce of such island, stating the quantity and quality of the goods, and the number and denomination of the packages containing the same; and such master shall also make oath before the collector or controller, that such certificate was received by him at the place where such goods were taken on board, and that the goods so imported are the same as are mentioned therein. § 39.

North American Goods. It shall be lawful for the commissioners of His Majesty's treasury, when and so long as they shall see fit, to permit any goods the produce of the British possessions or fisheries in North America, which shall have been legally imported into the islands of Guernsey or Jersey direct from such possessions, to be imported into the United Kingdom for *home use* direct from those islands, under such regulations as the said commissioners shall direct. § 40.

Stone. No vessel arriving on the coast of England from Guernsey, Jersey, Alderney, Sark or Man, wholly laden with stone the production thereof, shall be liable to be conducted or piloted by pilots appointed and licensed by the corporation of the Trinity-House of Deptford Strond. § 41.

For descriptions of the islands of Guernsey, Jersey, Alderney, Sark and Man, see PART 6.

GUM, Ammoniac, the lb. Duty 0 1 3
Drawback 0 0 10

A gum resin, supposed, but upon very doubtful evidence, to be the produce of a species of *Heracleum*, called by Willdenow *Heracleum gummiferum*, a native of Africa and of the East Indies, whence the finest is imported into Europe, either in separate drops, or in cakes and masses, which appear to consist of the tears agglutinated. That which is decidedly guttiform, of a clean and deep buff-colour externally, paler within, and free from impurities, is most esteemed. Ammoniacum has little smell, but its taste is bitter, nauseous, and somewhat pungent. In warm weather it is of a very tough and unmanageable consistence, but in lower temperatures it becomes brittle, and it may be powdered and sifted in frosty weather, which is a better mode of freeing it from mixed impurities, than straining it when softened by boiling water. The powdered ammoniacum should be packed up in small oblong parcels, as it will afterwards again agglutinate.—*Brande.*

—— Animi, rough, and in no way cleaned, the lb. . . . 0 0 5
..... Scraped, or in any way cleaned, the lb. . . . 0 0 6

Animi, improperly called gum animi, is a resinous substance imported from New Spain and the Brazils. There are two kinds, distinguished by the names of oriental and occidental. The former is dry, and of an uncertain colour, some specimens

GUM

specimens being greenish, some reddish, and some of the brown colour of myrrh. The latter is in yellowish-white, transparent, somewhat unctuous tears, and partly in larger masses, brittle, of a light pleasant taste, easily melting in the fire, and burning with an agreeable smell.—*Ure.*

GUM, Arabic, the cwt. Duty 0 12 0

Gum Acaciæ, or, as it is vulgarly called, Gum Arabic, is a spontaneous exudation from the bark of the acacia vera, a native of Africa. This gum is imported, packed in casks, from Barbary and Morocco, in drops or tears, and in small fragments, of a pale straw-colour, and more or less transparent or translucent. It is frequently mixed with what is known in the trade under the name of gum Senegal, also an African product, and probably indiscriminately collected from several trees.—*Brande.*

—— Cashew, the cwt. Duty 0 7 6
Drawback 0 5 0

A juice which oozes from the *Anacardium* or Malacca tree, indigenous in the East Indies and Brazil. It is similar to gum Arabic, but is of trivial value.—*Ed.*

—— Copal, rough, and in no way cleaned, the lb. Duty 0 0 5
..... scraped, or in any way cleaned, the lb. Duty 0 0 6

Gum Copal. A shining, transparent, citron-coloured substance, of an agreeable smell, resembling that of frankincense. It is brought from New Spain, where it oozes out from incisions made in the bark of a large tree. What we in England call gum copal, is called gum anime in foreign parts; and, on the contrary, what is there called gum anime, we call copal. In defect of this is brought another kind from the Antilles, which is almost the only one known among the druggists; and its chief consumption is in the making of varnish. This varnish is used for snuff-boxes, tea-boards, and other utensils. It preserves and gives lustre to paintings, and restores the decayed colours of old pictures.—*Rees.*

—— Elemi, the lb. Duty 0 0 8
Drawback 0 0 5

A resin, which exudes from incisions made, in dry weather, through the bark of the *amyris elemifera*, a tree which grows in America. It is wrapped in flag-leaves, in long roundish cakes, semitransparent, and of a yellow colour. It has a faint fragrance.—*Ure.*

—— Guaiacum, the lb. Duty 0 1 10
Drawback 0 1 2

A resinous looking substance, extracted from the very dense wood of a tree growing in the West Indies, called *guaiacum officinale*.—*Ure.*

—— Juniper. See Gum Sandarach.

—— Kino, or gum rubrum astringens, the lb. . . Duty 0 1 6
Drawback 0 1 0

Kino, as it usually occurs in the trade, is in small fragments, exhibiting a brilliant fracture, and of a very deep reddish-brown colour. It is slightly sweet, and very astringent when chewed. The leading components of kino appear to be tan and extract, probably united with a portion of gum and resin.—*Brande.*

—— Lac, viz.

.... Cake Lac	} the £100 value	 Duty 10 0 0
.... Lac Lake		
.... Lac Dye		
.... Seed Lac	} the £100 value	 Duty 5 0 0
.... Stick Lac		
.... Shell Lac, the £100 value	 Duty 20 0 0	

Lac is a substance well known in Europe, under the different appellations of stick-lac, shell-lac, and seed-lac. The first is the lac in its natural state, encrusting

GUM.

ing small branches or twigs. Seed-lac is the stick-lac separated from the twigs appearing in a granulated form, and probably deprived of a part of its colouring matter by boiling. Shell-lac is the substance which has undergone a simple purification. Beside these we sometimes meet with a fourth, called lump-lac, which is the seed-lac melted and formed into cakes. Lac is the product of the *cocus lacca*, which deposits its egg on the branches of a tree called bihar, in Assam, a country bordering on Thibet, and elsewhere in India.—*Ure*.

Lac is used for sealing-wax, for japanning, for varnish, for grindstones, for painting, and for dyeing. The best lac is of a deep red colour; when it is pale and pierced at the top, the value is greatly diminished, for then the insects have left their cells, and it can no longer be of use as a dye stuff.—*Ency. Britan.*

Lake is at present seldom prepared from any other substance than scarlet rags, cochineal, and Brazil-wood. The best of what is commonly sold is made from the colour extracted from scarlet rags, and deposited on the cuttle-bone.—*Handmaid to the Arts.*

GUM, Opoponax, the lb.....Duty 0 3 6
Drawback 0 2 4

The roots of this species of parsnip, which is a native of the Levant, furnish, on incision, a milky juice, which, when dried in the sun, is the opoponax of the shops. It generally occurs in tears, or in irregular agglutinated masses, of a peculiar smell, somewhat resembling that of galbanum, a yellowish colour, and a bitterish taste. In pharmacy it ranks with ammoniacum and galbanum, and was formerly employed in cases where those gum resins are generally prescribed. It has of late fallen almost entirely into disuse.—*Brande.*

—— Rubrum Astringens. See Gum Kino.

—— Sagapenum, the lb.....Duty 0 0 10
Drawback 0 0 6

The gum resin of a non-descript plant. This is probably the produce of a species of *ferula*. It is imported from Smyrna and Aleppo. It is generally in masses made up of agglutinated pieces, of a pale and dark brown colour.—*Brande.*

—— Sandarach, or Juniper, the cwt.....Duty 0 19 0
Drawback 0 12 8

A resin in yellowish-white tears, possessing a considerable degree of transparency.—*Ure.*

—— Sarcocolla, the lb.....Duty 0 0 10
Drawback 0 0 6

This substance is supposed to be the product of the *pencea sarcocolla*. It is brought from Persia and Arabia, in the form of small whitish-yellow grains. It has a bitter and somewhat sweetish taste.—*Ency. Britan.*

—— Senegal, the cwt.....Duty 0 12 0

Gum Senegal is a gum resembling gum arabic, which is brought from the country through which the river Senegal runs, in loose or single drops; but these are much larger than those of the gum arabic usually are: sometimes it is of the bigness of an egg, and sometimes much larger; the surface is very rough or wrinkled, and appears much less bright than the inner substance where the masses are broken. It has no smell, and scarce any taste. It is probably produced from a tree of the same kind with the former. The dyers and calico-printers consume the great quantities of it that are annually imported.—*Ency. Britan.*

—— Tacamahaca, the lb.....Duty 0 2 0
Drawback 0 1 4

Tacamahaca, a kind of resinous gum, distilling from the trunk of a very large tree, a species of poplar, growing in New Spain, Canada, and other parts of America;

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America; but in the greatest abundance, as it is said, in the island of Madagascar. The wood of the tree makes good timber for ships, and the gum it yields serves there for their caulking, though its chief use with us is in medicine. Two sorts of this resin are sometimes to be met with. The best, called *tacamahaca* in shells, from its being collected in a kind of gourd-shells. This sort is very rare. That commonly found in the shops is in transparent grains or globes, of a whitish, yellowish, brownish, or greenish colour, and of a less grateful smell than the foregoing. The first is said to exude from the fruit of a tree; the other from incisions made in the trunk.—*Rees.*

GUM, Tragacanth, the lb.	Duty	0	1	0
	Drawback	0	0	8

This gum is chiefly produced in Persia, and exported from Aleppo. The best is in the form of white, semitransparent, contorted, and vermiform pieces, not very readily soluble in water, but softening and swelling in that liquid like cherry-tree gum.—*Brande.*

—— Gum, not particularly enumerated, or otherwise charged with duty, the £100 value.	Duty	20	0	0
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GUNPOWDER, the cwt.	Duty	3	0	0
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This well known powder is composed of 75 parts, by weight, of nitre, 16 of charcoal, and 9 of sulphur, intimately blended together by long pounding in wooden mortars, with a small quantity of water. This proportion of the materials is the most effectual. But the variations of strength in different samples of gunpowder are generally occasioned by the more or less intimate division and mixture of the parts.—*Ure.*

Gunpowder, except by *licence* from His Majesty, such licence to be granted for furnishing His Majesty's stores only, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

GYP SUM, the ton.	Duty	1	11	8
—— the produce of, and imported from any British possession, the ton.	Duty	0	1	3

The name of a class of fossils; the plaster-stone; white lime; a kind of plaster.—*Johnson.*

This manure was discovered by Mr. Mayer, a German clergyman of uncommon merit, in the year 1768; it has since been applied with signal success in Germany, Switzerland, France, and America.—*Kirwan.*

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HAIR, Camel's Hair or Wool, the lb.	Duty	0	0	1
.... the produce of, and imported from any British possession.	Duty	Free.		

The camel is found wild in the deserts of Arabia, in Africa, and in most of the temperate parts of Asia. It is domesticated chiefly among the Arabs, of whom it forms the principal riches. The camel is generally of a dusky brown colour, with a rusty tinge. Its hair is very fine and soft, and is employed in making pencils for painters, and in the manufacture of various stuffs.—*Ency. Britan.*

—— Cow, Ox, Bull, or Elk Hair, the cwt.	Duty	0	2	6
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[7 Geo. 4. c. 48.]

These articles are used in the making of many sort of goods, and are applicable to similar purposes as horse hair.—*Ed.*

HAIR,

HAT

HAIR, Goat's Hair. See Wool.

——— Hats made of Hair. See Hats.

——— Horse Hair, the £100 value.....Duty 20 0 0

Horse Hair is used by upholsterers, sadlers, and by various other manufacturers.—*Ed.*

——— Human Hair, the lb.....Duty 0 5 0

Human Hair makes a very considerable article in commerce, especially since the mode of perukes has obtained. The hair of the growth of the northern countries, as England, &c. is valued much beyond that of the more southern ones, as Italy, Spain, the south parts of France, &c. The merit of good hair consists in its being well fed, and neither too coarse nor too slender; the bigness rendering it less susceptible of the artificial curl, and disposing it rather to frizzle, and the smallness making its curl of too short duration. Its length should be about 15 inches; the more it falls short of this, the less value it bears. Hair is also used in various other arts and manufactures. In particular, the hair of beavers, hares, conies, &c. is the principal matter whereof hats are made.—*Ency. Britan.*

——— not otherwise enumerated, the £100 value...Duty 20 0 0

——— Manufactures of Hair or Goat's Wool, or of Hair or Goat's Wool, and any other material, not particularly enumerated, or otherwise charged with duty, the £100 value.....Duty 30 0 0

HAMS, the cwt....Duty 1 8 0

Ham is used for a leg or thigh of pork, dried, seasoned, and prepared, to make it keep, and to give it a brisk agreeable flavour. Westphalia hams, which are so highly esteemed, are prepared by salting them with saltpetre, pressing them in a press eight or ten days, then steeping them in juniper-water, and drying them in the smoke of juniper-wood.—*Ency. Britan.*

HARP STRINGS. See Catlings.

HATS, Bast, Chip, Cane, or Horse Hair Hats or Bonnets,
each Hat or Bonnet not exceeding 22 inches
in diameter, the dozen.....Duty 1 0 0

....each Hat or Bonnet exceeding 22 inches in
diameter, the dozen.....Duty 2 0 0

——— Straw Hats or Bonnets, each Hat or Bonnet not
exceeding 22 inches in diameter, the
dozen.....Duty 3 8 0

....each Hat or Bonnet exceeding 22 inches in
diameter, the dozen.....Duty 6 16 0

——— made of, or mixed with Felt, Hair, Wool, or Beaver,
the hat.....Duty 0 10 6

Hats make a very considerable article in commerce; the finest, and those most valued, are made of pure hair of an amphibious animal, called the Castor or Beaver, frequent in Canada and other provinces of North America. Hats are also made for women's wear, not only of the above stuffs, but of chips, straw, or cane, by plaiting, and sewing the plaits together: beginning with the centre of the crown, and working round till the whole is finished. Hats for the same purpose are also woven and made of horse hair, silk, &c.—*Ency. Britan.*

HEM

HATS *continued, viz.*

By 7 Geo. 4. c. 48. § 6. so much of the act of 6 Geo. 4. c. 107. as restricted, in any way, the importation of bonnets, hats, or plaiting of bast or straw, chip, cane, or horse hair, is *repealed*.

HAY, the load, containing 36 trusses, each truss being 56 lb. Duty 1 4 0

Grass dried to fodder cattle.—*Johnson.*

HEAD MATTER. See Train Oil, in Oil.

Heath, for brushes, the cwt. Duty 0 9 2

Linnaeus attributes forty-two different species to the Heath-shrub. The common sorts are well known, and the others are not of much consequence except to the boanist.—*Ed.*

HELLEBORE, the lb. Duty 0 0 6
Drawback 0 0 4

The root of a plant formerly used in medicine, but now nearly discarded from practice, in consequence of the violence of its operation.—*Ure.*

HEMP, dressed, the cwt. Duty 4 15 0

rough or undressed, or any other vegetable substance of the nature and quality of undressed hemp, and applicable to the same purposes, the cwt. Duty 0 4 8

... the produce of any British possession, (a) Duty Free

rough or undressed, or any other vegetable substance of the nature and quality of undressed hemp, and applicable to the same purposes, the produce of and imported from New Zealand, until the 1st January, 1833, [7 Geo. 4. c. 48.] (a) Duty Free

Only the coarser kinds of hemp are employed in making cordage, the better sorts being used for linen, which, though it can never be made so fine as that from flax is yet incomparably stronger, and equally susceptible of bleaching both in the old and new way. Cloths made of hemp have also this property, that their colour improves by wearing, while that of linen decays. English hemp is much superior in strength to that which grows in any other country. Next to it is the Russian, from which sacking is usually made, as it is sometimes also from the flax of the English kind; but none of the Suffolk hemp is ever made into cordage, on account of its fineness. A considerable quantity of Russian sheeting is imported into England merely on account of its strength, and is much coarser at the price than any other foreign linen.—*Ency. Britan.*

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such place, unless they be also imported from such places.

Hemp

HID

Hemp being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Hemp imported in Foreign ships shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

An ACCOUNT of the Quantity of Foreign Hemp Imported into the United Kingdom from 5th January, 1824, to 5th January, 1826.

	<i>Cwt.</i>
1825	571,935
1826	595,089

HIDES, Horse, Mare, Gelding, Buffalo, Bull, Cow, or Ox

Hides in the Hair, not tanned, tawed, curried, or in any way dressed, *viz.*

.... Dry, the cwt.....	Duty	0	4	8
.... Wet, the cwt.....	Duty	0	2	4
.... the produce of, and imported from the West Coast of Africa, (a) each hide not exceeding 14lb. weight, the cwt.	Duty	0	2	4
.... tanned and not otherwise dressed, the lb.	Duty	0	1	0
.... the produce of any British possession, (a) <i>viz.</i>				
.... Dry, the cwt.	Duty	0	2	4
.... Wet, the cwt.	Duty	0	1	2
.... tanned, and not otherwise dressed, the lb.	Duty	0	0	6

——— Tails. See Tails;

——— Losh Hides, the lb. Duty 0 1 8

Losh Hides are a kind of leather made of the hides of certain animals, as the ox, the buffalo, and the elk. These hides are usually imported from the continent of Europe, and some parts of the Levant.—*Ed.*

——— Muscovy or Russia Hides, tanned, or coloured, the hide Duty 0 15 0

——— Hides, or pieces of Hides, raw or undressed, not particularly enumerated or described, nor otherwise charged with duty, imported from any British possession (a) in America, the £100 value Duty 5 17 6

——— Hides or Pieces of Hides, raw or undressed, not particularly enumerated, nor otherwise charged with duty, the £100 value. Duty 20 0 0

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places, unless they be also imported from such places.

HON

HIDES, *continued.*

— Hides, or Pieces of Hides, tanned, tawed, curried, or in any way dressed, not particularly enumerated, nor otherwise charged with duty, the £100 value Duty 75 0 0

Hides, the skins of beasts; but the word is particularly applied to those of large cattle, as bullocks, cows, horses, &c. Hides are either raw or green, just as taken off the carcase; salted or seasoned with salt, alum, and saltpetre, to prevent their spoiling; or curried and tanned.—*Ency. Britan.*

Hides, skins, horns, or hoofs, or any other part of cattle or beast; in order to prevent any contagious distemper, His Majesty may, by order in council, prohibit the importation of, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

An ACCOUNT of the Quantity of Hides Imported into Great Britain in the Year 1824.

WHENCE IMPORTED.	UNDRESSED.		TANNED.	
	No.	Cwt. gr. lb.	No.	lb.
Total (exclusive of Imports from Ireland)	31	300,286 3 21	2,937	& 112,569
Ireland { Irish Hides	13,526	148 0 0		371,390
{ Foreign Hides		414 2 10	—	
Total quantity Imported	13,557	300,849 2 3	2,937	& 483,959

An ACCOUNT of the Importation of Foreign Hides into the United Kingdom, from January 5, 1824, to January 5, 1826.

		Untanned.	
		Number.	Cwt.
1825	3,624	and	302,577
1826	540	and	303,868
		Tanned.	
		Number.	lb.
1825	2,937	and	111,508
1826	6,598	and	53,131

HONES, the 100 Duty 1 3 0

Hones are used for sharpening razors, pen-knives, and surgeons' instruments. The best are brought from Germany.—*Ed.*

HONEY, the produce of any British possession, the cwt.

Duty 0 5 0

By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places, unless they be also imported from such places.

— the produce of any other place, the cwt. . . Duty 0 15 0

Honey, a sweet vegetable juice, collected by the bees from the flowers of various plants, and deposited in the cells of the comb. Honey produced where the air is clear and hot, is better than that where the air is variable and cold. The honey of Narbonne in France, where rosemary abounds, is said to have a very manifest flavour of that plant.—*Ency. Britan.*

HOOFS

JAL

HOOFs of Cattle, the £100 value Duty 20 0 0

Hoofs. The horny substance that covers the feet of divers animals, as oxen, horses, &c.—*Ency. Britan.*

HOOPS of Iron, the cwt Duty 1 3 9

———— Wood, the 1000 Duty 0 15 0

Hoops. Pieces of pliant wood or iron bent into a circular form, for securing casks, &c.—*Ency. Britan.*

HOPS, the cwt. Duty 8 11 0

Hops are produced chiefly in England, and their great use is in the brewing of beer and ale.—*Ed.*

Hops shall not be re-imported into the United Kingdom, for *home use*, upon the ground that the same had been legally exported thence; but the same shall be deemed to be *foreign goods*, whether originally such or not, and shall also be deemed to be imported for the first time into the United Kingdom. 6 Geo. 4. c. 107. § 31.

AN ACCOUNT of the total number of acres of land, in Great Britain, under the cultivation of hops, in the year 1824:—

Acres.	Duty.
43,449.....	£258,838 5 3½

HORNS, Horn Tips, and pieces of Horns, not otherwise charged with duty, the cwt..... Duty 0 2 4

Horns, hard substances growing on the heads of divers animals, particularly the cloven-footed quadrupeds. Horns make a considerable article in the arts and manufactures. Bullocks' horns, softened by the fire, serve to make lanterns, combs, knives, ink-horns, tobacco-boxes, &c.—*Ency. Britan.*

HORSES, Mares, or Geldings, each Duty 1 0 0

Horses are found wild in several parts of the globe. Large herds of them are occasionally seen in the southern parts of Siberia, and in the great Mongolian deserts, and among the Kalkas to the north-west of China. They are also found in the deserts on each side the river Don. In South America there are also found large herds of wild horses; but these are of Spanish origin, derived from those that were carried over by the first conquerors of America. They are now become so numerous as to live in herds, some of which are said to consist of 10,000. Most other countries produce only one kind, while ours, by a judicious mixture of the several species, by the happy difference of our soils, and by our superior skill in management, may triumph over the rest of Europe, in having brought each quality of this noble animal to the highest perfection.—*Ency. Britan.*

HULLED BARLEY. See Pearl Barley.

HUNGARY WATER. See Spirits.

I and J.

JALAP, the lb. Duty 0 2 0
Drawback 0 1 4

This species of convolvulus is named from Xalappa, a city of Mexico. The root, which, when fresh, abounds in a milky juice, is imported in irregular globular pieces, and their sections and slices; it should be dense, and of a resinous fracture, exhibiting a brownish grey interior, and a concentric arrangement of its layers. Its odour, especially when in powder, is very characteristic; its taste exceedingly nauseous, accompanied by a sweetish bitterness. Those pieces which are light, spongy, pale-coloured, worm-eaten, and inodorous, should be rejected, as either injured or spurious.—*Brande.*

JAPANNED

JEW

JAPANNED WARE, the £100 value Duty 20 0 0

Japanning, the art of varnishing and drawing figures on wood, in the same manner as is done by the natives of Japan in the East Indies. The substances which admit of being japanned are almost every kind that are dry and rigid, or not too flexible: as wood, metals, leather, and paper prepared.—*Ency. Britan.*

JERSEY. As to duties on goods from Jersey, see Guernsey, PART 6.

JET, the lb. Duty 0 2 0

——— Beads. See Beads.

Jet, a black inflammable substance of the bituminous kind, harder than asphaltum, and susceptible of a good polish. It has been frequently confounded with the lapis obsidianus. It also resembles cannel-coal extremely in its hardness, receiving a polish, not soiling the fingers, &c. so that it has also been confounded with this. M. Magellan is of opinion that jet is a true amber, differing from the yellow kind only in the mere circumstance of colour, and being lighter on account of the great quantity of bituminous matter which enters into its composition. Great quantities of it have been dug up in the Pyreneæan mountains; also near Batalka, a small town of Portugal, and in Galicia in Spain. It is found also in Ireland, Sweden, Prussia, Germany, and Italy. It is used in making small boxes, buttons, bracelets, mourning jewels, &c. Sometimes also it is employed in conjunction with proper oils in making varnishes. When mixed with lime in powder, it is said to make very hard and durable cement.—*Ency. Britan.*

JETSAM. See Derelict.

JEWELS, Emeralds, Rubies, and all other Precious Stones (except Diamonds,) viz.

——— set, the £100 value Duty 20 0 0

——— not set, the £100 value Duty 10 0 0

The perfect sapphire first claims our attention. When pure, its colour is of a clear and bright indigo blue, united to a high degree of translucency; but it more generally occurs pale blue or cloudy; and not unfrequently transparent in one part, and spotted and streaked of a dark inky blue in the other. It is found in the streams and rivers in Ceylon, and various parts of India, but more particularly in the kingdom of Pegu, where it is met with in rounded or crystallized fragments, generally small, seldom exceeding the size of a common nut, though sometimes much larger. There are several choice specimens in Europe, and one of the finest is in the possession of P. H. Hope, Esq. which weighs 133 carats, and is without a flaw.—*Mawe.*

The oriental ruby is esteemed the most valuable of precious stones, and is supposed to differ from the sapphire in colour alone; the hardness, form of crystallization, and specific gravity, being very nearly the same. The colour of this gem, when perfect, is, by transmitted light, a cochineal red, presenting a richness of hue the most exquisite and unrivalled; it is, however, in general more or less pale, and often mixed with blue; hence it occurs rose red, peach blossom red, and lilac blue, passing into the amethyst. Rubies sell from 15s. to 65s. per carat. In some cases, rubies of two, three, or four carats, if *very* fine, are much scarcer, and even more valuable than diamonds of equal weight.—*Mawe.*

Amethysts This interesting gem appears to unite the blue of the sapphire with the red of the ruby, so nicely blended as to produce the most perfect violet colour. Language is insufficient to express the beautiful hue and lustre of this gem—indeed the captivating effect and fascinating qualities of these precious stones set description at defiance. The oriental amethyst is extremely scarce, and I have rarely seen one offered for sale, unless very small and inferior in colour.—*Mawe.*

The topaz is of a light yellow or straw colour, and when pure possesses great beauty. It occurs in the same localities with the preceding, is less common than the sapphire, but not so rare or valuable as the ruby or amethyst. When perfect, and skilfully cut and polished, it is highly splendid, and resembles the yellow diamond,

INK

diamond, for which it may have been sold. This gem is also of considerable value : a perfect stone of twelve carats, of the finest quality, was sold for above £120, but much larger have been sold for less ; the price depending entirely on brilliancy and perfection.—*Mawe.*

Sapphires exhibiting two colours are occasionally met with, but they may be deemed rare. The ruby and sapphire frequently present a chatoyant or cloudy appearance, which is termed milky, and is considered an imperfection, except in the asteria, which owes its principal beauty to this character.—*Mawe.*

JEWS PITCH. See Bitumen Judaicum.

INDIA RUBBERS. See Caoutchouc.

INDIGO, the lb. Duty 0 0 4

—— the produce of any British possession, the lb.

Duty 0 0 3

By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

The indigo plant is about two feet high, and has round leaves : the nil which is extracted from the leaves, differs from that which is procured from the branches ; the first kind is distinguished by the name of Serguise, from the village where it is prepared, situated a few leagues from Surat, in the East Indies. When the top of the nil is covered with a dark violet colour, it never fails to be good. There are several methods of judging of its quality ; if the surface of the water be of a dark violet colour ; if the nil, when stirred gently with a nail, yield a copper colour, rather inclining to red ; if when broken it neither moulder into dust, nor discover any white particles within, it never fails to be of a genuine kind. The second species is prepared in the same manner as the former, with this exception, that the leaves and branches make part of the composition. The best kind comes from Guatimala. When it is melted in the fire like wax, and leaves little recrement behind, it is an evident sign that the nil is good. That which comes from St. Domingo resembles the former, except that it has not such a lively colour, yet for its good quality it holds the second rank ; that of Jamaica the third ; and that from the Windward islands the fourth ; all of which are esteemed in proportion to their cleanness and purity. It is used in the composition of dyes, and by washerwomen to give a fine colour to their linen.—*Ency. Metrop.*

The wild indigo has short crooked pods and black seeds : the Guatimala is distinguished by the redness of the stalk, and the colour of the seeds, which is green. The French is a short bushy plant, with roundish leaves. It has long crooked pods, and its seeds are yellow.—*Edwards.*

Indigo, which has lately been neglected for the growth of cotton in America, constituted for a long period, the second great staple of Carolina ; 216,924 lb. of this article were exported from South Carolina alone in 1754 ; and just before the revolution, upwards of one million pounds was the annual average. In 1794 we find 1,550,800 lb. among the returns to congress ; but a considerable portion of this is supposed to have been foreign indigo re-imported.—*Ency. Metrop.*

INK for Printers, the cwt. Duty 1 1 0

Every liquor or pigment used for writing or printing, is distinguished by the name of ink. Common practice knows only black and red. Of black ink there are three principal kinds ; 1. Indian ink ; 2. Printers' ink ; and 3. Writing ink. The Indian ink is used in China for writing with a brush, and for painting upon the soft flexible paper of Chinese manufacture. Good printers' ink is a black paint, smooth and uniform in its composition, of a firm black colour, and possesses a singular aptitude to adhere to paper thoroughly impregnated with moisture. Common ink for writing is made by adding an infusion or decoction of the nut-gall to sulphate of iron dissolved in water. Lampblack is the common material to give the black colour, of which two ounces and a half are sufficient for sixteen ounces of the varnish. Vermilion is a good red. They are ground together on a stone with a muller, in the same manner as oil paints. The ink used by copper-plate

IRON.

printers differs in the oil, which is not so much boiled as to acquire the adhesive quality.—*Ure.*

INKLE, unwrought, the lb.	Duty	0	0	10
—— wrought, the lb.	Duty	0	5	2

A kind of narrow fillet; a tape.—*Johnson.*

IRIS ROOT. See Orrice Root.

IRON in bars or unwrought,

.... the produce of any British possession, and imported from thence, the ton.	Duty	0	2	6
.... the produce of any other country, the ton. Duty		1	10	0
—— slit or hammered into rods, and Iron drawn or hammered less than $\frac{3}{4}$ of an inch square, the cwt.	Duty	0	5	0
—— Cast, the £100 value.	Duty	10	0	0
—— Hoops. See Hoops.				
—— old broken, and old Cast Iron, the ton.	Duty	0	12	0
—— Ore, the ton.	Duty	0	5	0
—— Pig Iron, the ton.	Duty	0	10	0
.... the produce of, and imported from any British possession, the ton.	Duty	0	1	3
—— Wire. See Wire.				
—— wrought, not otherwise enumerated, the £100 value				
	Duty	20	0	0

This metal, in some shape or other, is very generally distributed through most parts of the world, and its ores, of which there are several varieties, are in general combinations of iron with more or less oxygen, or with sulphur. The oxygenated varieties are either black or red, the former containing the least, and the latter the most gaseous matter; this last is also sometimes combined with carbonic acid. The best iron, for many purposes, comes from Norway and Sweden, but the largest quantity is raised in England and Wales. Native iron is found massive, and sometimes globular, as also in the form of plates; it occurs in veins, interspersed among iron stone and quartz, and has all the properties of malleable iron. The globular specimens are said to fall from the heavens, whence called meteoric native iron. Iron is a metal so well known in consequence of its indispensable necessity, as to require but little attempt at the enumeration of its uses. Its alloys with carbon or charcoal, are three in number, viz:—Steel, cast iron, and plumbago, commonly called black lead. In combination with acids it forms salts much used in dyeing, ink making, calico printing, &c. It is also frequently used in medicine as a tonic. It is the colouring matter of several ochres used in painting, the basis of the fine pigment called prussian blue, and, as a metal, it is valuable wherever sharpness of edge, firmness of texture, durability and cheapness, are requisites.—*Joyce.*

Mountain of Gelliwara, in Swedish Lapland.—Gelliwara, one of the most remarkable of the iron ore mountains in the north of Europe, and which is, perhaps, unequalled by any of the most extensive iron ore strata in Siberia or North America. It belongs to the primitive formation of rocks, and is situated amidst the rivers of Luleo and Pitero, about 103 English miles from the Bothnian Gulf, and two miles from the church of Gelliwara.

The surface of the mountain is generally covered by a thin strata of soil, so that the rock can only be seen in a few points; but in these places pure iron ore is perceptible from the top of the mountain to its base. This fact I am enabled to state from the strictest examination. The south end of the smaller ridge may, however, be considered as an exception; for, in that place, another species of rocks may be seen; otherwise the mountain may be considered as an entire mass of iron ore.

The iron ore of Gelliwara differs in quality in different parts of the mountain. The greater part belongs to the common magnetic iron ore of Sweden. The cohesion
and

IRON.

and density of the ore increase as we proceed from the west to the eastern parts of the mountain; but it is never entirely without some crystallized portions. It contains, generally, about sixty-five per cent. of iron. Prior to the year 1730, this very remarkable mountain was only known to the Laponians, who are the inhabitants of the surrounding country; but about that period some gentlemen took possession of it, and since this time many hundred tons of ore have annually been transported from the mountain to the iron furnaces on the Bothnian coast.—*Scien. Gaz. No. 1.*

Pig iron is the first state of process towards manufacture.—*Ed.*

Our limits will not allow of our tracing the progress of the iron manufactory, from its first rude state to its present condition: indeed, in speaking of air-bloomery, blast-bloomery, and blast-furnaces, we should probably be using terms unintelligible to the majority of our readers. The great change in the fabrication, which began about seventy years ago, when coke from pit coal succeeded to the use of charcoal from wood, gave an impulse, which has continued, though not without occasional fluctuations, to the present time. We have sufficient evidence before us to state an immense and gradual increase in the production, at different periods, of pig iron in England and Wales; and although we have not at hand the means of stating the precise amounts for the same periods in Scotland, yet we have reason to believe that the growth of the trade there has been proportionably great; the quantities of pig iron made in England and Wales is as follows:—1750, 22,000 tons; 1788, 68,300 tons; 1796, 124,879 tons; 1806, 252,500 tons; 1816, 380,000 tons; and in 1824, 600,000 tons.

By the progressive improvements made in this article, we have not only almost superseded the necessity of using foreign iron, though for some special purposes that of Sweden is still required, but have enjoyed a continually increasing export trade.

Annual average of British iron exported in the years 1765, 1766, and 1767	Tons. 11,373
Annual average for the years 1804, 1805, and 1806	28,009
Annual average for the years 1822, 1823, and 1824	94,008

One of the best proofs of the growth of the trade in hardware generally, is to be found in the growing population of the places in which the several branches of it are carried on.—*Quarterly Review, No. LXIII.*

AN ACCOUNT of the Quantity of Foreign Iron Imported into Great Britain, during the Year 1824.

Species of Iron.	Countries from which imported	tons	cwt.	qrs.	lb.
In bars, or unwrought,	Russia	4,390	13	0	26
	Sweden	9,568	3	1	11
	Norway	31	8	0	5
	Denmark	15	3	2	21
	Germany	16	7	1	13
	Holland	34	16	1	19
	France	79	17	3	26
	Italy	101	10	1	24
	Ireland (foreign produce)	—	—	—	—
	Jersey (do)	7	19	3	20
	East Indies	—	—	—	—
	America	0	0	2	23
Total		14,246	1	0	20
Species					

IRON.

Species of Iron.	Countries from which imported.	tons	cwt.	qrs.	lb.
Slit or ham- mered into Rods, and drawn or ham- mered less than $\frac{3}{4}$ inch square.	Russia	—	—	—	—
	Sweden	3	11	1	27
	Germany	0	15	1	5
	Total	4	6	3	4
Old	Russia	216	2	3	11
	Sweden	1	0	0	0
	Norway	4	0	1	0
	Denmark	22	0	2	10
	Germany	177	2	2	25
	Belgium	64	13	1	13
	Portugal	0	2	2	8
	Isles Guernsey, Jersey and Man, (Foreign)	25	17	3	4
	British West Indies	—	—	—	—
	America	—	—	—	—
Total		511	0	0	15
Hoops					Nil
Ore	Russia	—	—	—	—
	Norway	—	—	—	—
	Flanders	—	—	—	—
	Spain	—	—	—	—
	Malta	—	—	—	—
	East Indies	1	17	0	23
	British North American Colonies	—	—	—	—
United States of America		39	12	0	11
Total		41	9	1	6
Pig	Russia	—	—	—	—
	Norway	0	10	0	0
	Holland	—	—	—	—
Total		0	10	0	0
Wire	Germany	6	8	1	10
	Holland	0	0	0	6
	France	0	0	0	26
Total		6	8	2	14
ISINGLASS, the cwt.		Duty	2	7	6
the produce of, and imported from any British possession, the cwt.		Duty	0	15	10
		Isinglass			

LAC

Isinglass is made from certain fish found in the Danube, and the rivers of Muscovy. Willoughby and others inform us, that it is made of the sound of the Beluga; and Neuman, that it is made of the Huso Germanorum, and other fish, which he has frequently seen sold in the public markets of Vienna. Mr. Jackson remarks, that the sounds of cod, properly prepared, afford this substance; and that the lakes of America abound with fish from which the very finest sort may be obtained. Isinglass boiled in milk forms mild nutritious jelly, and is thus sometimes employed medicinally. This, when flavoured by the art of the cook, is the blank-manger of our tables.—*Ure.*

ISLE OF MAN. All goods from the Isle of Man, except such as be of the growth, produce, or manufacture thereof, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

JUICE of Lemons, Limes, or Oranges,

——— raw, the gallon, for every degree of specific gravity or strength.....	Duty	0	0	0 $\frac{1}{4}$
——— concentrated, the gallon, for every degree of specific gravity or strength ...	Duty	0	0	0 $\frac{1}{2}$
——— the produce of, and imported from any British possession, whether concentrated or raw, the gallon, for every degree of specific gravity or strength	Duty	0	0	0 $\frac{1}{4}$

Juice of Lemons, Limes, or Oranges. These articles are used in medicine and cookery. Lime juice is imported principally from the West Indies.—*Ed.*

Ascertaining Strength. For ascertaining the degrees of specific gravity of strength according to which the duty on the juice of lemons, limes, and oranges shall be collected and paid, it is enacted, That such degrees of such specific gravity or strength shall be ascertained by a glass citrometer, which shall be graduated in degrees in such manner that, distilled water being assumed as unity at the temperature of sixty degrees by Fahrenheit's thermometer, every degree of the scale of such citrometer shall be denoted by a variation of four one-thousandth parts of the specific gravity of such water. 6 Geo. 4. c. 111. § 9.

JUNK, old. See Rags, old.

K.

KELP. See Alkali.

L.

LAC. See Lac, in Gum.

LACE, Silk Lace, the £100 value, until 6th July, 1826,

	Duty	40	0	0
.... after 5th July, 1826. See Silk.				
——— Thread Lace, the £100 value	Duty	30	0	0
——— Plain Silk Lace, called Net or Tulle, viz.				
.... until 6th July, 1826, the square yard ..	Duty	0	2	0
.... after 5th July, 1826. See Silk.				

Lace, a work composed of many threads of gold, silver, or silk, interwoven the one with the other, and worked upon a pillow with spindles according to the pattern designed. Blond lace, a lace made of fine linen thread or silk, much in the same manner as that of gold and silver. There are several towns in England, and particularly in Buckinghamshire, that carry on this manufacture; but vast quantities of the finest lace have been imported from Flanders and France.—*Ency. Britan.*

LACQUERED

LEA

LACQUERED WARE, the £100 value.....Duty 30 0 0

Lacquers are varnishes applied upon tin, brass, and other metals, to preserve them from tarnishing, and to improve their colour. The basis of lacquers is a solution of the resinous substance called seed lac, in spirit of wine.—*Ency. Britan.*

LAGAN. Liquors Lagan. Subject to the same duties, and entitled to the like drawbacks, as if regularly imported.

It is observed, that in order to constitute a legal wreck, the goods must come to land. If they continue at sea, the law distinguishes them by the barbarous and uncouth appellations of jetsam, floatsam, and lagan. Jetsam is where the goods are cast into the sea, and there sink and remain under water: floatsam, is where they continue swimming on the surface of the waves: lagan, is where they are sunk in the sea, but tied to a cork or buoy, in order to be found again.—*Blackstone.*

LAMP BLACK, the cwt. Duty 3 6 6

The finest lamp black is produced by collecting the smoke from a lamp with a long wick, which supplies more oil than can be perfectly consumed.—*Ure.*

LAPIS, Calaminaris, the cwt. Duty 0 1 0

Several chemical varieties of ores of zinc are known under the name of calamine, or lapis calaminaris; they consist chiefly of carbonate of zinc, but are generally intimately mixed with variable portions of other ores and stony matter; so that, on account of this uncertainty, it seems doubtful whether calamine should be retained in the Pharmacopœia. That which we find in commerce is usually in buff-coloured or reddish grey fragments, of an earthy aspect, and is directed in the Pharmacopœia to be prepared by calcination, and to be reduced to a very impalpable powder by the usual processes.—*Brande.*

—— **Lazuli**, the lb. Duty 0 3 2

This mineral is found in Persia, Natolia, and China, and it is supposed that its repository is among granite. It has been found also in Siberia, near the lake Baikal, where it forms a vein along with garnets, feldspar, and pyrites. This stone, when it is of a fine blue colour, and free from white spots, is held in great estimation for various ornamental purposes; but it derives its greatest value from its use in painting. The colour which it furnishes is called ultramarine.—*Ency. Britan.*

—— **Tutiæ**, the lb. Duty 0 0 8

An ore imported from Persia, and sometimes from other places. It has medicinal properties.—*Ed.*

LARD, the cwt. Duty 0 8 0

Lard is a well known substance. Its chief uses are in surgery and cookery.—*Ed.*

LATTEN, Black, the cwt. Duty 0 14 0

—— **Shaven**, the cwt. Duty 1 5 0

Latten denotes iron plates tinned over, of which tea-cannisters are made.—*Ed.*

Latten brass, or shaven plates of milled brass reduced to different thickness, according to the uses they are intended for.—*Ency. Britan.*

LAVENDER FLOWERS, the lb. Duty 0 0 10

These are rather to be regarded as a perfume than a medicine. In point of fragrance none of the foreign oil of lavender comes into competition with that distilled in England; and the plant is very abundantly cultivated in the vicinity of London for that purpose.—*Brande.*

LAWNS. See Linen.

LEAD.

The ores of lead are very numerous, the metal being mineralized by sulphur, oxygen,

LEAD.

oxygen, molybdic, chromic, arsenic, carbonic, and muriatic acids. Lead is also found combined with other metals in the reguline state, as well as with earths, and metallic oxides. The ores of lead are found in Saxony, France, England, and some other parts of Europe. Lead is a metal of much importance, as from its durability it is extensively used in the construction of water-pipes, as a covering for flat surfaces or tops of buildings, &c. &c. Its salts, which are poisonous, are used in medicine to form sedative external applications, and frequently not a little by the disreputable wine-merchant, to stop the process of acetous fermentation. Wine thus poisoned may, however, be readily distinguished, a small quantity of the bi-carbonate of potassa producing a white precipitate, and sulphuretted hydrogen a black one. Pure wine will not be affected by either of these tests. The oxide of lead enters into the composition of white glass, which it renders clearer and more fusible; it is also used in glazing common earthen vessels, hence the reason that pickles kept in common red pans become poisonous. Lead with tin, and a small quantity of some of the other metals, forms pewter; with antimony it forms the alloy of which printing types are made.—*Joyce.*

LEAD, Black, the cwt. Duty 0 4 0

This mineral, which is not very common, is found chiefly in primitive mountains. It is met with in Spain, France, Bavaria, and Hungary. Graphite or black lead is employed for making pencils. The coarser parts are employed in making crucibles. It is also employed for covering cast iron, such as grates, to defend them from rust; and on account of its unctuous property, it is applied to those parts of machines which are subject to friction, for the purpose of diminishing it.—*Ency. Britan.*

—— Chromate of Lead, the lb. Duty 0 2 0

An alkaline chromate mixed with the solution of nitrate of lead, forms a precipitate in the state of red powder, which is chromate of lead. This salt is found native, of a reddish yellow colour, and crystallized in four-sided prisms, terminated by four-sided pyramids.—*Ency. Britan.*

—— Ore, the ton Duty 0 10 0

—— Pig, the ton Duty 2 0 0

Lead has been known from the earliest ages. Pliny speaks of it under the name of black lead. Lead is found in great abundance in many parts of the world, and in a great variety of forms and combinations. Lead has rarely, if ever, been found native; and it is doubted whether it has yet been discovered in the state of oxide; lead and its various preparations are applied to a great variety of purposes in the arts. In the metallic state it is employed in the construction of numerous vessels. In the state of oxide it is used as a paint, and in the fabrication of enamels for porcelain and pottery, and in the preparation of coloured glass and artificial precious stones. Some of its salts are of great importance in the arts, as the acetate in dyeing, and the carbonate or ceruse in painting.—*Ency. Britan.*

Pig lead is merely the state of lead after its first process towards manufacture.—*Ed.*

—— Red, the cwt. Duty 0 6 0

If oxide of lead be reduced to a fine powder, and exposed to a strong heat in a furnace for about 50 or 60 hours, it is converted into a red powder, which is well known by the name of minium, or red lead.—*Ency. Britan.*

—— White, the cwt. Duty 0 7 0

Ceruse or white lead, which is employed as a paint, is a carbonate of lead. It is prepared by exposing thin plates of lead to the vapour of vinegar.—*Ency. Britan.*

LIG

LEATHER, any article made of leather, or any manufacture whereof leather is the most valuable part, not otherwise enumerated, the £100 value Duty 30 0 0

Leather, the skins of several sorts of beasts dressed and prepared for the use of various manufacturers, whose business is to make them up according to their different employments. Leather has divers names according to the state wherein it is, and according to the different kinds of skins whereof it is prepared, and its peculiar qualities when so prepared. 1. The skin is raw as it comes off the animal. 2. Some are salted to prevent corruption in keeping. Skins dried with the hair on, are commonly those of oxen and cows, or buffaloes, either tame or wild. Most of those in France come from foreign countries. The places which furnish the largest quantity are Peru, the isle of St. Domingo, Barbary, Cape Verd Isles, the river Senegal in Africa, Muscovy, Ireland, the island of Cuba. Those of the latter place are the most esteemed; they are called Havannah skins, from the name of the capital city of that island, whither they are carried in order to be sent to Spain, and thence into other parts of Europe. The three principal assortments of leather are tanned or tawed, and oil and alum leather, all which are dressed.—*Chambers.*

LEAVES of Gold, the 100 leaves Duty 0 3 0

Gold leaf or beaten gold, is gold beaten with a hammer into exceeding thin leaves, so that it is computed, that an ounce may be beaten into 1,600 leaves, each three inches square, in which state it takes up more than 159,052 times its former surface. Gold leaf ought to be prepared from the finest gold; as the admixture of other metals, though in too small a proportion to affect sensibly the colour of the leaf, would dispose it to lose its beauty in the air.—*Ency. Britan.*

———— of Roses, the lb. Duty 0 0 10

The unfolded buds are used in the preparation of the confectio rosæ gallicæ, which is a convenient vehicle for some medicines.—*Brande.*

LEMONS. See Oranges.

———— Peel of, the lb. Duty 0 0 5

The rind of the fruit contains a particularly pleasant essential oil, which is a good adjunct to bitter and nauseous medicines.—*Ure.*

———— preserved in salt and water, the £100 value. . Duty 20 0 0
.... in sugar. See Succades.

Lemons preserved in salt and water. These are lemons preserved in a peculiar manner, somewhat like pickles, without the aid of sugar.—*Ed.*

LENTILES, the bushel Duty 0 0 10

Lentil, in botany, the name of a genus of plants. Lentils make excellent sweet fodder; and are therefore to be preferred to all other kinds for calves and other young cattle. They are likewise the best as well as cheapest food for pigeons. The seeds of lentils are frequently the common food of the poor in some of the islands of the Archipelago, and other warm countries, when they can meet with no better fare.—*Rees.*

LICHEN ISLANDICUS. See Moss.

LIGNUM, Quassia. See Quassia.

———— Rhodium, the cwt. Duty 1 0 0

A wood, or root, chiefly brought from the Canary islands. The taste of this wood is lightly bitterish, and somewhat pungent; its smell is very fragrant, resembling that of roses: long kept, it seems to lose its smell; but on cutting, or rubbing one piece against the other, it smells as well as at first. Distilled with water,

LINEN.

water, it yields an odoriferous essential oil, in a very small quantity. Rhodium is at present in esteem only upon account of its oil, which is employed as a high and agreeable perfume.—*Ency. Britan.*

LIGNUM VITÆ, the ton.....	Duty	2	0	0
the produce of and imported from any				
British possession, the ton [7 Geo. 4.				
c. 48.]	Duty	0	10	0

Lignum vitæ, the wood of a genus of trees, called by botanists thuya. Lignum vitæ is much valued by turners, making extremely beautiful cups, bowls, boxes, and other curiosities. Lignum vitæ is also a name given to *guaiacum*.—*Rees.*

LIMES, Juice of. See Juice.

LINEN.

Linen, a well known kind of cloth, chiefly made of flax. Linen was not worn by the Jews, Greeks, or Romans, as any part of their ordinary dress. Under-tunics of a finer texture supplied the place of shirts: hence the occasion for frequent bathing. Alexander Severus was the first emperor who wore a shirt: but the use of so necessary a garment did not become common till long after him.

The linen manufacture was probably introduced into Britain with the first settlement of the Romans. The flax was certainly first planted by that nation in the British soil. The plant itself indeed appears to have been originally a native of the east.—*Ency. Britan.*

Linen is imported chiefly from Russia, Germany, Flanders, Holland, Switzerland, and some other parts of Europe.—*Ed.*

The manufacture of British and Irish linens has been hitherto chiefly confined to those particular districts, the soil of which is best adapted for the cultivation of flax. From the extensive use of cotton goods, a diminution might have been expected in the consumption of linen, but that is so far from being the case, that it has been gradually increasing, and more especially of late years, since the principle of the spinning-jennies has been introduced into that manufacture. We know of no reason for supposing that our own cultivation of flax has lessened, and we rather think, on the contrary, from a partial survey of some districts, that the produce is greater than it was thirty or forty years ago. But at any rate the custom-house books afford sufficient evidence of an increase in the quantity of foreign flax imported, as well as of the surplus quantity, which, after supplying the growing wants of an increased population, furnishes an object for our export commerce.

Average annual importation of flax in the years

1788, 1789, and 1790.....219,610 cwt.

The same for the years 1804, 1805, and 1806.....414,246

The same for the years 1821, 1822, and 1823.....601,887

The exportation of British linens, including both white and printed, taken at three several periods, appears to be as follows:

Annual average of the years 1765, 1766, and 1767.... 4,681,806 yards.

The same for the years 1804, 1805, and 1806 10,387,543

The same for the years 1822, 1823, and 1824 32,287,543

That this increased exportation of British linens has not been made by sacrificing to it the interests of the Irish manufacturers, may be reasonably inferred from the following account:

Annual average exportation of Irish linen from the several

ports of Great Britain, in the years 1765, 1766, and 1767 2,219,496 yards.

The same for the years 1804, 1805, and 1806 4,991,946

The same for the years 1822, 1823, and 1824 12,791,126

Quarterly Review.

LINEN.

LINEN, or Linen and Cotton, *viz.* Cambrics, and Lawns, commonly called French Lawns, the piece not exceeding eight yards in length, and not exceeding seven-eighths of a yard in breadth, and so in proportion for any greater or less quantity,

.... Plain.....	Duty	0	6	0
.... Bordered Handkerchiefs.....	Duty	0	5	0

Cambric, in commerce, a species of linen made of flax, very fine and white; the name of which was originally derived from the city of Cambray, where they were first manufactured. They are now made at other places in France.

Lawn, in manufactures, a fine sort of linen, remarkable for being used in the sleeves of the clerical dress of bishops.—*Ency. Britan.*

———— As to restrictions, see page 18.

———— Lawns of any other sort, not French, *viz.*

.... not containing more than 60 threads to the inch of warp, the square yard (a) ..	Duty	0	0	9
.... containing more than 60 threads to the inch of warp, the square yard (a)	Duty	0	1	0

———— Damasks, and Damask Diaper, *viz.*

.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	3	0
.... One-eighth part of one shilling (part of the above duty) to cease on the 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a)	Duty	0	2	0

Diaper, a kind of cloth on which are formed various figures, and which is chiefly employed for table-linen.—*Ency. Britan.*

———— Drillings, Ticks, and Twilled Linens, *viz.*

.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	0	11
.... One-eighth part of three-pence (part of the above duty) to cease on 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a)	Duty	0	0	8

———— Sail Cloth, the square yard (a)

Duty	0	0	7½
------	---	---	----

Sail cloth, or Sail duck, is a stout sort of linen made of hemp; and, as the term implies, is chiefly used for sails of vessels.—*Ed.*

———— Plain Linens and Diaper, not otherwise enumerated, and whether checquered or striped with dyed yarn or not, *viz.*

(a) Or the £100 value, Duty £40. See at the end of Linen.

LINEN

LINEN *continued.*

LINEN.

Plain Linens and Diaper, *continued.*

.... not containing more than 20 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	0	3
.... <i>One-eighth part of three-farthings (part of the above duty) to cease on 6th January 1827, and the like on every 6th January for seven succeeding years.</i>				
.... from 5th January 1834, the square yard (a)	Duty	0	0	2 $\frac{1}{4}$
.... containing more than 20 threads, and not more than 24 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	0	3 $\frac{1}{2}$
.... <i>One-eighth part of a halfpenny (part of the above duty) to cease on the 6th January, 1827, and the like on every 6th January for seven succeeding years.</i>				
.... from 5th January 1834, the square yard (a)	Duty	0	0	3
.... containing more than 24 threads, and not containing more than 30 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	0	5
.... <i>One-eighth part of a penny (part of the above duty) to cease on the 6th January 1827, and the like on every 6th January for seven succeeding years.</i>				
.... from 5th January 1834, the square yard (a)	Duty	0	0	4
.... containing more than 30 threads, and not containing more than 40 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	0	6
.... <i>One-eighth part of three-halfpence (part of the above duty) to cease on 6th January 1827, and the like on every 6th January for seven succeeding years.</i>				
.... from 5th January 1834, the square yard	Duty	0	0	4 $\frac{1}{2}$
.... containing more than 40 threads, and not containing more than 60 threads to the inch of warp,				

(a) Or the £100 value, Duty £40. See at the end of Linen.

LINEN *continued.*

LINEN.

— Plain Linens and Diaper, *continued.*

.... from 5th January 1826 to 6th January 1827, the square yard (a).....	Duty	0	1	0
.... One-eighth part of four-pence (part of the above duty) to cease on 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a).....	Duty	0	0	8
.... containing more than 60 threads, and not containing more than 80 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	1	2
.... One-eighth part of four-pence (part of the above duty) to cease on the 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a).....	Duty	0	0	10
.... containing more than 80 threads, and not containing more than 100 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the yard square (a).....	Duty	0	1	4
.... One-eighth part of four-pence (part of the above duty) to cease on 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a).....	Duty	0	1	0
.... containing more than 100 threads to the inch of warp,				
.... from 5th January 1826 to 6th January 1827, the square yard (a)	Duty	0	2	0
.... One-eighth part of sixpence (part of the above duty) to cease on the 6th January 1827, and the like on every 6th January for seven succeeding years.				
.... from 5th January 1834, the square yard (a).....	Duty	0	1	6
— (a) OR, and instead of the duties hereinbefore imposed upon linens of all sorts, at the option of the importer, the £100 value.....	Duty	40	0	0

By 7 Geo. 4. c. 48. § 29, from 10th October 1826, such option shall not be deemed to extend to cambrics, or to any other sort of linen, the rated

(a) Or the £100 value, Duty £40. See at the end of Linen.

LINEN.

duties of which are not to be ascertained according to the number of threads in the same.

No increased rate of duty to be charged on any linen or lawns for any additional number of threads not exceeding two threads, for such as are not of 30 threads to the inch, nor for any additional number of threads not exceeding five threads, for such as are of 30 threads and upwards to the inch.

LINEN, Printed Linen, in addition to the rated duties thereon, the square yard.....	Duty	0	0	3½
———— Sails, the £100 value.....	Duty	30	0	0
———— Foreign-made Sails, on board any ship belonging to His Majesty's subjects, whether in use or not, the £100 value	Duty	30	0	0
———— MANUFACTURES of Linen, or of Linen mixed with Cotton or with Wool, not particularly enumerated, or otherwise charged with duty, from and after 5th January 1826, the £100 value	Duty	25	0	0
.... and further, if printed, for every square yard.....	Duty	0	0	3½
———— Articles of Manufactures of Linen, or of Linen mixed with Cotton or with Wool, wholly or in part made up, not otherwise charged with duty, the £100 value [7 Geo. 4. c. 48.]	Duty	40	0	0

AN ACCOUNT of the Quantity of Linen Cloth of all Sorts, Imported into Great Britain, in the Year ended 5th January; distinguishing each Species.

FOREIGN LINENS, *viz.*

Plain of Germany, Silesia, &c.....	48,661¼ ells.
—— of Russia.....	186,974
—— of the Netherlands.....	10,099½
Canvas, Hessen.....	193
—— Packing or Spruce.....	7,594½
Hinderlands-brown.....	92
Drilling and Pack Duck.....	2,941¼
Sail Cloth.....	166

Total number of ells.... 256,721½

Damask, and Diaper of Silesia, &c.....	45,790¼ yards
———— of the Netherlands.....	144½

Total number of yards.... 45,934¾

Cambrics and French Lawns	40,303¾ pieces
Silesia Lawns	145¾

Total number of pieces.... 40,449½

LINEN.

ACCOUNT, *continued, viz.**Declared Value.*

Unrated, Chequered, Striped, &c	£ 656 6 3
— not Chequered, Striped, &c.....	1,182 15 10
Sails, (Foreign-made)	1,208 9 10
Total entered at value....	3,047 11 11

Linen of Ireland, and the Isle of Man 52,590,101 yards

AN ACCOUNT of the number of Pieces, Ells, or Yards, of all Foreign, Irish, and British Linens, Cambrics, and Lawns, Exported from Great Britain, in the Year ended 5th January, 1826; distinguishing the Countries to which exported, and Foreign from Irish and British Linen.

	Foreign Linens.			
	Cambrics and Lawns.	Plain Linens of Germany and Russia.	Damask and Diaper of Silesia.	Unrated Linen.
	<i>Pieces.</i>	<i>Ells.</i>	<i>Yards.</i>	<i>£. s. d.</i>
Total, exclusive of Ireland	592	26,725	112	452 13 1
Ireland	478			
Total to all parts of the world.....	1,070	26,725	112	452 13 1

	Irish Linens (except Sail Cloth).	Irish Sail Cloth.	Brit. Linens (except Sail Cloth).	British Sail Cloth.
	<i>Yards.</i>	<i>Ells.</i>	<i>Yards.</i>	<i>Ells.</i>
Total, exclusive of Ireland.....	13,530,901	3,154	33,643,655½	1,878,477½
Ireland.....	270,350		120,854	9,454
Total to all parts of the world.....	13,801,251	3,154	33,764,509½	1,887,931½

AN ACCOUNT of the Quantity of Foreign and Irish Linens of all sorts, retained for Home Consumption in Great Britain, in the Year ended 5th January, 1826; distinguishing each species, and Foreign from Irish Linens.

FOREIGN LINENS, *viz.*

Plain, of Germany, Silesia, &c.....	34,168¾ ells.
— of Russia.....	68,629½
— of the Netherlands.....	372½
Canvas, Hessen.....	138
— Packing or Spruce	7,611½
Hinderlands, brown.....	92
Drilling and Pack Duck	4,299
Sail Cloth.....	166

Total number of ells.... 115,477

Damask

LOG

ACCOUNT, *continued, viz.*

Damask and Diaper of Silesia, &c.	36,263 $\frac{1}{2}$ yards.
—— of the Netherlands	144 $\frac{1}{2}$

Total number of yards. 36,408

Cambrics and French Lawns	37,362 pieces.
Silesia Lawns	5 $\frac{3}{4}$

Total number of pieces. 37,367 $\frac{3}{4}$

	<i>Declared Value.</i>
Unrated, Chequered, Striped, &c.	£ 23 1 0
—— not Chequered, Striped, &c.	1,094 4 6
Sails (Foreign-made)	1,184 6 10

Total entered at value. 2,301 12 4

Linen of Ireland and the Isle of Man 38,784,908 yards.

LINSEED CAKES, the cwt. Duty 0 0 2

Linseed Cakes are the residue after extracting the oil from the seed. They are given as food to cattle.—*Ed.*

LINSEED. See Seed.

LIQUORICE Juice, or Succus Liquoritiæ, the cwt. Duty 3 15 0

—— Powder, the cwt. Duty 5 10 0

—— Root, the cwt. Duty 3 3 4

—— Extract or Preparation of. See Extract.

Liquorice root is long and slender, externally of a dusky reddish brown, but within of a fine yellow, full of juice, and of a taste sweeter than sugar; it grows wild in many parts of France, Italy, Spain, and Germany. The inspissated juice of this root is brought to us from Spain, and Holland; from the first of which places it obtained the name of Spanish juice.—*Hill.*

LIQUORS. See the several articles, such as Wine, Spirits, &c. in alphabetical order. See also Derelict.

LITHARGE of Gold or Silver, the cwt. Duty 0 2 0

Litharge. The scum of lead that arises in purifying silver with lead. Litharge is more or less white or red, according to the metals with which the silver is alloyed. The white is called *litharge of silver*, the red *litharge of gold*.—*Crabb.*

LITMUS, the cwt. Duty 0 4 0

Litmus, or Lacmus, is a blue pigment, formed from archil. It is brought from Holland at a cheap rate. It is only used in miniature paintings, and cannot be well depended on, because the least approach of acid changes it instantly from blue to red. The best litmus is very apt to change and fly.—*Ency. Britan.*

LIVERWORT. See Lichen Islandicus, in Moss.

LOGWOOD, the ton. Duty 0 4 6

—— the produce of any British possession in

America, or on the west coast of Africa,

the ton. Duty 0 3 0

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

Logwood, sometimes called *India or Campeachy wood*, is a tree which grows to a considerable size in Jamaica, and the eastern shore of the bay of Campeachy. Its

MAH

specific gravity is greater than that of water: it has a fine grain, and is susceptible of a fine polish.—*Ency. Britan.*

LUPINES, the cwt. Duty 0 5 0

The seed of a plant indigenous in Europe and America, and produces a flower common in English gardens.—*Ed.*

LUTESTRINGS. See Catlings.

MACARONI, the lb. Duty 0 0 8

A kind of confection made of meal not bouted, sweet almonds, sugar, and the white of eggs, accounted a great dainty among the country people in Italy.—*Ency. Britan.*

Macaroni and Vermicelli are nearly the same. Macaroni, however, comes to us in rolls about the size of a tobacco pipe. Cooks make a capital dish of it warmed with grated parmesan cheese. Vermicelli is used for soup, and is imported in pieces nearly as fine as a thread. Both are generally brought from the Mediterranean.—*Ed.*

MACE, the lb. Duty 0 4 6

Drawback 0 4 0

—— imported from any British Possession within the limits of the East India Company's Charter, the lb. [7 Geo. 4. c. 48.] Duty 0 3 6

—— the produce of and imported from any other British possession, the lb. Duty 0 3 6

Drawback 0 3 2

The nutmeg tree is a native of the Molucca islands; its fruit is about the size of a nectarine, and includes the kernel or nutmeg, which is covered by its own shell, and this by what is called mace. When the fruit is gathered, the mace is separated and dried in the sun; the nutmegs are then gently baked, taken out of their shells, and washed in lime-water.—*Brande.*

MADDER, the cwt. Duty 0 6 0

A substance very extensively employed in dyeing; is the root of the rubia tinctorum. Although madder will grow both in a stiff clayey soil and in sand, it succeeds better in a moderately rich, soft, and somewhat sandy soil: it is cultivated in many of the provinces of France, in Alsace, Normandy and Provence: the best of European growth is that which comes from Zealand. The best roots are about the thickness of a goose quill, or at most of the little finger; they are semi-transparent, and of a reddish colour: they have a strong smell, and the bark is smooth. Hellot ascribes the superiority of the madder which comes from the Levant to the circumstance of its having been dried in the open air.—*Ure.*

From and after January 1, 1828, Madder and Madder Root being the produce of Europe, shall not be imported into the United Kingdom *to be used therein*, except in British Ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported 7 & 8th Geo. 4. c. 56. § 17.

MADDER ROOT, the cwt. Duty 0 1 6

As to importation, see Madder above.

MAGNA GRÆCIA WARE, the £100 value. Duty 5 0 0

MAHOGANY, the ton Duty 7 10 0

—— of the growth of Bermuda, or any of the Bahama Islands, and imported direct from thence, respectively; and Mahogany, imported direct from the Bay of Honduras in a British Ship cleared out from the Port of Belize, the ton. Duty 2 10 0

—— of the growth of the Island of Jamaica, and imported direct from thence, the ton, Duty 4 0 0

[7 Geo. 4. c. 48.]

The

MAH

The mahogany tree is a native of the warmest parts of America, and grows also in the island of Cuba, Jamaica, Hispaniola, and the Bahama islands. This tree grows tall and straight, rising about sixty feet from the spur to the limbs, and is about four feet in diameter. The mahogany tree thrives in most soils; but varies in texture and grain according to the nature of the soil. This constitutes the difference between the Jamaica wood and that which is collected from the coast of Cuba and the Spanish Main; the former is mostly found on rocky eminences, the latter is cut in swampy soils near the sea coast.—*Nicholson*.

A great deal of mahogany is found about the bay of Honduras, and about the isthmus of Panama. From the mahogany procured at Panama you may make tables five yards long, and two and a half broad, of one board.—*Ency. Metrop.*

Mahogany is a native of the West Indies, and the country round the Bay of Honduras in America.

There are two other species besides the mahogany tree, which are natives of the East Indies. The one a large tree, of which the wood is of a dull red colour, and remarkably hard and heavy. The other is only a middle sized tree, with wood of a deep yellow colour, close grain, heavy, and durable, much resembling that of the box-tree; but neither of these species is in use in this country.

The mahogany tree is stated to be of very rapid growth, and makes a very fine appearance. Its trunk often exceeds 40 feet in length, and 6 feet in diameter. The Honduras mahogany is cut down at two periods in the year; that is, at Christmas and in the autumn. The trees are cut off at about 12 feet from the ground; the workmen having a stage to work upon. The trunk furnishes wood of the largest dimensions, but for ornamental purposes the branches are preferable: the grain in them being closer, and the veins more variegated. Mahogany was first brought to London in the year 1724.

The colour of mahogany is a red brown of different shades, and various degrees of brightness; sometimes yellowish brown; often very much veined and mottled, with darker shades of the same colour.

The variety called Spanish mahogany is imported from Cuba, Jamaica, Hispaniola, and some other of the West Indian islands, and in smaller logs than the Honduras. The size of the logs is in general about from 20 to 26 inches square, and about 10 feet in length. The Spanish mahogany is close grained and hard, generally of a darker colour than Honduras; free from black specks, and sometimes strongly figured; and its pores appear as if chalk had been rubbed into them.

The Honduras mahogany is imported in logs of a larger size, that is, from 2 to 4 feet square, and 12 or 13 feet in length; sometimes planks have been got 6 or 7 feet wide. The grain of the Honduras kind is generally very open, and often irregular, with black or grey spots. The veins and figures are frequently very fine and showy: the best kind is that which is most free from grey specks, and of a fine golden colour. It holds with glue better than any other wood.

The cohesive force of a square inch of Spanish mahogany is 7560lb. and of Honduras mahogany is 11,475 lb.

The weight of the modulus of elasticity of mahogany is 1,255,500lb. for a square inch for Spanish; and 1,593,000 for Honduras. The weight of a cubic foot of mahogany is from 35 to 53 lb.

Representing the strength of oak by 100, that of Span. mahog. is 67, of Hond. is 96
stiffness of oak by 100,..... 73,..... 93
toughness of oak by 100,..... 61,..... 99

Tredgold.

Certificate of Growth. Before mahogany shall be entered as being of the produce of some British possession in America or the island of Mauritius, the master of the ship importing the same shall deliver to the col-

MAP

lector or controller a certificate, and make oath, that the goods are the produce of such place. 6 Geo. 4. c. 107. § 35.

See this clause more fully under Sugar in this Part.

MALT. Prohibited to be imported into the United Kingdom to be used therein on pain of forfeiture; but may be warehoused for exportation. 6 Geo. 4. c. 107. § 52. See page 17.

MALTA. All goods the produce of places within the limits of the East India Company's charter, having been imported into Malta in British ships, shall, upon subsequent importation into the United Kingdom *direct* from thence, be liable to the same duties as the like goods would be liable to, if imported direct from some place within the limits of the said charter. 6 Geo. 4. c. 111. § 13. See PART 6.

MAN, ISLE of. As to duty on goods from the Isle of Man, see Guernsey, in this Part.

For description of the Isle of Man, see PART 6.

MANGOES, the gallon Duty 0 6 0

The fruit of a tree growing in Asia. The best come from the Molucca islands. Mangoes, when unripe, form an excellent pickle. They should be of a bright colour, firm, and exempt from fibre.—*Ed.*

MANNA, the lb. Duty 0 1 3
Drawback 0 0 10

The concrete juice of the *fraxinus ornus*, a species of ash, native in the south of Europe, and especially common in Calabria and Sicily. It exudes spontaneously in dry and warm weather, and concretes upon the bark; but the manna we usually meet with, in long, flaky, and brownish or buff-coloured pieces, is procured by incision. Several varieties of manna occur in commerce; the purest, and that which ought only to be used, is called flake manna; the others are in smaller fragments, mixed abundantly with all kinds of impurities, and often, it is said, adulterated with sugar, honey, scammony, and other analogous articles. Fine manna is soft, and somewhat adhesive; its texture generally appears granular, but it also presents fasciculi of acicular crystals; its odour is slightly disagreeable: its taste sweet and nauseous. Manna has now fallen much into disuse.—*Brande.*

MANUSCRIPTS, the lb. Duty 0 0 2

Manuscript, abbreviated MS. or in the plural MSS. manuscripts, from *manuscripta*, things written with the hand: any thing in hand-writing, as distinguished from what is in print.—*Crabb.*

MAPS or CHARTS, plain or coloured, each map or chart,

or part thereof Duty 0 0 6

Maps are plane figures representing the surface of the earth according to the laws of perspective; or they are projections of the surface of the globe, describing the several countries, &c.—*Crabb.*

MAPS,

MAU

MAPS, *continued, viz.*

There are two in this book. The one of the world; the other of Europe. They are considered as creditable to the present state of the arts. They were drawn and engraved by Mr. Sidney Hall, of Bury-street, Bloomsbury, London.—*Ed.*

A chart is distinguished from a map, by representing only the coasts.—*Johnson.*

MARBLE. See Stone.

MARBLES for Children. See Toys.

MARMALADE, the lb. Duty 0 1 3

———— the produce of any British possession,
the lb. Duty 0 0 3

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places, unless they be also imported from such places.

Marmalade, a confection made of the juice or pulp of some fruit, as plums, apricots, quinces, boiled with sugar to a consistence. The marmalade of quinces is the most frequent.—*Chambers.*

MASTIC, the lb. Duty 0 1 4
Drawback 0 0 10

A dry brittle, transparent resin, of a white or pale yellow colour, exuding from a tree of the turpentine kind, which grows in different parts of Turkey.—*Crabb.*

MATS, of Russia, the 100 Duty 1 3 9
—— not otherwise enumerated, the £100 value, Duty 20 0 0

Mats are made of various materials, according to the uses they are intended for. The texture of the Russia mats is usually of rope, slightly twisted, and of flags or rushes.—*Ed.*

MATTING, the £100 value Duty 20 0 0

The materials of which mats are composed, not completely made up.—*Ed.*

MATTRESSES, the £100 value Duty 20 0 0

Sir J. Chardin, describing the manner of travelling in Persia, says, that when they are about to remove from the inn where they have slept, the *valet de chambre* puts up the *masras*, which is a kind of portmante, where the bed and bed-clothes are put with as much convenience as in a chest; of which one horse will carry two.—*Johnson.*

Now, however, a mattress is understood to be a sort of bed stuffed in a peculiar manner, with flock, straw, or horsehair, upon which the bed itself is usually placed.—*Ed.*

MAURITIUS. All goods, the produce or manufacture of the island of Mauritius, are subject to the same duties as are imposed on the like goods, the produce or manufacture of the British possessions in the West Indies.

MEL

MAURITIUS, *continued, viz.*

The island of Mauritius shall be deemed to be one of his Majesty's Sugar Colonies, and be placed upon the same footing, in all respects, as His Majesty's Islands in the West Indies. 6 Geo. 4. c. 111. § 12.

For description of Mauritius, see PART 8.

MEAD, or Metheglin, the gallon Duty 0 6 7

A wholesome agreeable liquor, prepared with honey and water. It is of very ancient use in Britain.—*Ency. Britan.*

MEDALS, of Gold or Silver..... Duty Free

———— of any other sort, the £100 value Duty 5 0 0

Medals. The French *medaille*, Italian *medaglia*, comes from the Latin *metallum*, metal, from the substance of which it is made; a piece of metal struck in the form of money, and stamped to preserve the memory of some person or event. Medals are distinguished into *consular*, which were struck in the time that Rome was governed by consuls; *imperial*, such as were struck from the reign of Julius Cæsar to the year of Christ 260; *ancient*, such as were struck between the third and seventh centuries; *modern*, those which have been struck within the last 300 years; *singular*, such of which there is but one of a sort extant.—*Crabb*.

The medal, faithful to its charge of fame,
Thro' climes and ages bears each form and name;
In one short view subjected to our eye,
Gods, Emp'rors, Heroes, Sages, Beauties lie.

Pope's Verses, occasioned by Addison's Treatise of Medals.

MEDLARS, the bushel..... Duty 0 5 0

Common fruit in England, and singular for being not good till in a perishable state.—*Ed.*

You'll be rotten ere you be half ripe.
And that's the right virtue of the medlar.—*Shakspeare.*

MELASSES, the cwt. Duty 1 3 9

———— the produce of, and imported from any British possession, the cwt. Duty 0 10 0

That gross fluid matter remaining of sugar after refining, and which no boiling will bring to a consistence more solid than that of syrup; hence also called syrup of sugar.

Properly, melasses are only the sediment of one kind of sugar called chypre, or brown sugar, which is the refuse of other sugars, not to be whitened or reduced into loaves.

Melasses

MET

Melasses are much used in Holland for the preparation of tobacco, and also among poor people instead of sugar. There is a kind of brandy or spirit made of melasses; but by some held exceedingly unwholesome.—*Ency. Britan.*

MELTING POTS, for Goldsmiths. See Pots.

MERCURY, prepared, the £100 value Duty 30 0 0

Mercury, commonly called quicksilver, is found native in the pure metallic state, but the source from whence the greater portion is obtained, is from the sulphuret of the metal or native cinnabar.

Fluid mercury is between tin and silver white. It is collected in globules in cavities, or holes dug in the earth for the purpose. The principal mines which furnish this metal, are those in Hydria, Deux Ponts, Almaden, and Guanica Vellica; it is not peculiar to any one soil, being found in quartz, indurated clay, argillaceous schistus, calcareous spar, &c.

The ores of mercury may be divided into—

- | | |
|------------------|---|
| Metallic mercury | Mercury and silver |
| Native amalgam | Mercury and sulphur, |
| Cinnabar | Mercury oxygen, muriatic and sulphuric acids. |
| Horn mercury | |

Most of the ores of mercury are readily distinguished from those of any other metal; in the first variety globules of the metal are seen attached to or just starting on the surface, which is at once a sufficient criterion, mercury being unlike every other metal; in the second, by the fine white colour, and the action of the blow-pipe, which sublimes the mercury and leaves the silver behind; the third, by its beautiful deep red tint, varying from cochineal to scarlet red, excepting in those termed hepatic cinnabars, which are generally of a lead grey; the fourth, by its light grey colour, its partial solubility in water, and its complete volatilization by heat, emitting at the same time an arsenical odour.—*Joyce.*

Mercury is distinguished from all other metals by its extreme fusibility, which is such, that it does not take the solid state until cooled to the thirty-ninth degree below 0 on Fahrenheit's thermometer; and of course it is always fluid in the temperate climates of the earth. Its colour is white, and rather bluer than silver. In the solid state it is malleable; its specific gravity is 13.6. We have also two sulphurets of mercury; the black or ethiops' mineral, and the red or cinnabar. The amalgamation of the noble metals, water-gilding, the making of vermilion, the silvering of looking glasses, the making of barometers and thermometers, and the preparation of several powerful medicines, are the principal uses to which this metal is applied.—*Ure.*

Calcination, employed upon quicksilver, produces, according to the different degrees of heat by which it is effected, sublimate, precipitate, or calomel.—*Ed.*

METAL.

We understand by the term metal a firm, heavy, and hard substance, opaque, fusible by fire, and concreting again when cold into a solid body such as it was before, which is malleable under the hammer, and is of a bright, glossy and glittering substance where newly cut or broken. The metals are six in number: 1. gold; 2. silver; 3. copper; 4. tin; 5. iron; and, 6 lead; of which gold is the heaviest, lead the second in weight, then silver, then copper, and iron is the lightest except tin: some have added mercury or quicksilver to the number of metals; but as it wants malleability, the criterion of metals, it is more properly ranked among the semi metals.—*Hill.*

The metals hitherto discovered are forty-two in number, of which seven were known in the earliest ages.—*Crabb.*

———— Bell Metal, the cwt. Duty 1 0 0

Bell Metal is composed of tin and copper.—*Ed.*

METAL,

MUL

METAL, Leaf Metal (except Gold Leaf) the packet of
250 leaves Duty 0 0 8

Leaf metal is metal foliated or thinly beaten.—*Ed.*

METHEGLIN. See Mead.

MILL BOARDS, the cwt. Duty 3 8 2

Mill Boards are a very thick sort of pasteboard used for the covers of books, and various other purposes by pressers, clothiers, printers, &c.—*Ed.*

MILL STONES. See Stone.

MINERALS, not otherwise enumerated, the £100 value
Duty 20 0 0

Minerals. Fossil bodies: matter dug out of mines. All metals are minerals, but all minerals are not metals. Minerals in the restrained sense are bodies that may be melted, but not malleated.—*Johnson.*

Fossils, from *fodio*, to dig: a general name for whatever is dug out of the earth, whether it be native, as metals, stones, &c. or extraneous, i. e. that which has been accidentally buried in the earth, as trees, plants, parts of animals, &c.—*Crabb.*

———— See Ores.

———— Specimens of. See Specimens.

MODELS of Cork or Wood, the £100 value. Duty 5 0 0

A model is a representation in little of something made or done. A copy to be imitated: a mould: any thing which shows or gives the shape of that which it incloses.—*Johnson.*

England! model to thy inward greatness,
Like little body with a mighty heart.—*Shakspeare.*

Models first made in the United Kingdom, copies of casts of, prohibited to be imported. See Stone, Sculptured.

MORELS, the lb. Duty 0 2 9

A plant, of which there are several species: when the flower sheds there succeeds a spherical fruit, pretty hard, at first green like an olive, then black, full of a limped juice and a great number of seeds.—*Trevoux.*

MOSS, viz. Lichen Islandicus, or Liverwort, the lb. Duty 0 0 8

The active components of Iceland moss are a bitter matter, and a peculiar modification of mucilage. These ingredients render Iceland moss tonic and nutritive; but it appears to possess no other claims upon our attention, and certainly cannot be admitted as having any pretensions as a specific in phthisis pulmonalis.—*Brande.*

———— Rock, for dyers' use, the ton Duty 0 15 0

Rock moss grows on limestone rocks about the Baltic, and other parts in the North of Europe.—*Ed.*

———— not otherwise enumerated, the £100 value.. Duty 20 0 0

MOTHER OF PEARL Shells, the £100 value Duty 5 0 0

Mother of Pearl is that beautiful white enamel which forms the greater part of the substance of the oyster-shell, particularly of the pearl oyster.—*Nicholson.*

Mother of Pearl is found chiefly in the seas about the East and West Indies. It is used for inlaid works, handles of knives, for toys, and various small articles.—*Ed.*

MULES, each Duty 0 10 0

A Mule is an animal generated between a he ass and a mare, or sometimes between a horse and a she ass.—*Johnson.*

The common mule is very healthy, and will live above 30 years. It is found very serviceable in carrying burthens, particularly in mountainous places, where horses are not so sure footed. The size and strength of our breed have lately been
much

NIT

much improved by the importation of Spanish male asses. People of the first quality in Spain are drawn by mules, where 50 or 60 guineas is no uncommon price for one of them. Their manner of going down the Alps, Andes, &c. is very extraordinary.—*Ency. Britan.*

MUM. See Beer.

MUSICAL INSTRUMENTS, the £100 value. Duty 20 0 0

These are so numerous, and generally speaking so well known, as to need no description here.—*Ed.*

As to the origin of music, see the lecture prefixed to this work.

MUSK, the oz. Duty 0 5 0
Drawback 0 3 4

A peculiar concrete substance, the produce of the *moschus moschiferus*, or musk deer. This animal inhabits the mountains of Eastern Asia, especially the Hymalayan chain. Behind the navel is a bag which, in the adult animal, is filled with musk. These bags are imported from China, and, in inferior perfection, from Bengal and Russia. They are covered with coarse hair, and are about the size of a large pigeon's egg. Musk, originally a viscid fluid, concretes on drying into a brown friable solid, the strong, peculiar, and highly diffusible odour of which is well known.—*Brande.*

MYRRH, the lb. Duty 0 1 8
Drawback 0 1 1

The gum resin of an unknown tree, said to be a native of Abyssinia and Arabia Felix. It is chiefly imported from Turkey, in the form of irregular tears and their fragments, of a reddish brown colour, more or less translucent, a fragrant aromatic odour, and a warm pungent taste. It is sometimes largely mixed with other gummy resinous substances.—*Brande.*

MYRTLE WAX. See Wax.

N.

NAPKINNING. See Linen.

NARDUS Celtica, the cwt. Duty 1 0 0
Drawback 0 13 4

The root of a plant indigenous in the Alps. It is used medicinally.—*Ed.*

————— Indica. See Spikenard.

NATRON. See Alkali.

NEEDLE WORK. See Embroidery.

NETS, *viz.* Old Fishing Nets, fit only for making paper or pasteboard.
See Rags.

NICARAGUA WOOD, the ton. Duty 0 15 0

This wood takes its name from Nicaragua, a province of South America, where it is produced. It is used in dyeing, and is of a bright red colour.—*Ed.*

NITRE, *viz.* Cubic Nitre, the cwt. Duty 0 0 6

Nitre. The common name of the nitrate of potash. The nitrate of potash is the salt well known by the name of nitre or saltpetre. It is found ready formed in the East Indies, in Spain, in the kingdom of Naples, and elsewhere, in considerable quantities; but nitrate of lime is still more abundant. Far the greater part of the nitrate made use of is produced by a combination of circumstances which tend to compose and condense nitric acid.—*Ure.*

NUT

NUTMEGS, the lb.	Duty	0	3	6
———— imported from any British possession within the limits of the East India company's Charter, the lb. [7 Geo. 4. c. 48.] ..	Duty	0	2	6
———— the produce of, and imported from any other British possession, the lb.	Duty	0	2	6
	Drawback	0	3	2
		0	2	3

The nutmeg tree is a beautiful vegetable. Its leaf is characterized by a fragrant odour, sufficiently denoting the fruit which the tree produces. This fruit, when fresh, is about the size and figure of a common nectarine. It consists of an outward rind, between which and the inward shell is found a reticulated membrane or divided skin, which when dried is called the *mace*. What is known by the name of nutmeg, is the kernel within the shell, and is soft in its original state. *Lord Macartney's Embassy to China.*

NUTS, <i>viz.</i> Cashew Nuts, the lb.	Duty	0	2	0
	Drawback (a)	1	4	0
.... the produce of any British possession, (b) the lb.	Duty	0	0	1
.... Kernels, the lb.	Duty	0	0	2

The same as *Anarcadium*, which see.

———— Castor Nuts, the lb.	Duty	0	0	4
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The seed or nut from which castor oil is extracted.—*Ed.*

———— Coker, or Coco Nuts, the produce of any British possession, (b) the 120 nuts	Duty	0	5	0
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Coker or Cocoa Nuts. The cocoa nut tree is very generally dispersed within the Tropics and the South Sea Islands, flourishing on the sea-shores; the nuts are carried by winds and currents, and are soon found vegetating on the numerous islands that are continually forming from accumulated coral. The unripe nut is full of a pulp generally eaten in the West Indies.—*Ency. Metrop.*

———— Chesnuts, the bushel.	Duty	0	2	0
---------------------------------	------	---	---	---

The fruit of the chesnut tree. The chief places whence chesnuts are imported, Spain, Portugal, and Italy.—*Ed.*

———— Pistachio Nuts, the lb.	Duty	0	0	10
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The pistachio tree grows naturally in Arabia, Persia, and Syria, whence the nuts are annually brought to Europe.

Pistachio nuts are moderately large, containing a kernel of a pale greenish colour, covered with a reddish skin. They have a pleasant, sweet, unctuous taste, resembling that of almonds; they are reckoned among the analeptics, and are wholesome and nutritive.—*Ency. Britan.*

———— Small Nuts, the bushel.	Duty	0	2	0
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Small nuts are imported from various parts of continental Europe; sometimes loose, and sometimes in casks and bags.—*Ed.*

———— Walnuts, the bushel.	Duty	0	2	0
--------------------------------	------	---	---	---

The species are, 1. The common walnut. 2. The large French walnut. 3. The thin-shelled walnut. 4. The double walnut. 5. The late-ripe walnut. 6. The hard-shelled walnut. 7. The Virginian black walnut. 8. Virginian black walnut, with a long furrowed fruit. 9. The hickery, or white Virginian walnut. 10. The small hickery, or white Virginian walnut.—*Miller.*

Walnuts form rather a considerable branch of foreign trade.—*Ed.*

———— Nuts not otherwise enumerated, the £100 value	Duty	20	0	0
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(a) So in the act, but it obviously should be £0 1 4.

(b) By 7 Geo. 4. c. 48. § 28. *cocoa* nuts shall not be deemed to be the produce of such places, unless they be also imported from such places: query if this law apply in this case, the genus being different.

OIL.

NUX VOMICA, the lb. Duty 0 2 6

The taste of this kernel is extremely bitter; it has little or no smell; and is so hard, that it cannot be reduced into powder by beating.

This nut is a very powerful narcotic, inducing even death by its sedative power, as, on dissection, no marks of inflammation, or local affection, are to be discovered in the stomach.—*Ency. Britan.*

————— Extract or Preparation of. See Extract.

O.

OAKUM, the cwt. Duty 0 4 9

Old ropes untwisted and pulled out again into loose hemp, to be used in the caulking of ships.—*Crabb.*

OATMEAL. See Corn.

OATS. See Corn.

OCHRE, or Oaker, the cwt. Duty 0 6 9

The earths distinguished by the name of ochres are those which have rough or naturally dusty surfaces, are but slightly coherent in their texture, and are composed of fine and soft argillaceous particles, and are readily diffusible in water. They are of various colours; such as red, yellow, blue, green, black. The yellow sort are called ochres of iron, and the blue ochres of copper.—*Hill.*

OIL, of Almonds, the lb. Duty 0 0 10

Almonds consist chiefly of an oil of the nature of fat oils, together with farinaceous matter. The oil is so plentiful, and so loosely combined or mixed with the other principles, that it is obtained by simple pressure.—*Ure.*

— of Amber, or Succinum, the lb. Duty 0 5 6

When amber is distilled in a retort, it yields about one-third its weight of a fetid brown oil, which is occasionally used as an antispasmodic in medicine.—*Ure.*

— of Anniseed, the lb. Duty 0 4 0

Oil of Anniseed is not frequently distilled in this country, by far the larger proportion of that which is here consumed being imported chiefly from Spain, of a good quality, and a much lower price than that at which it can be prepared at home. It is a warm carminative and antispasmodic.—*Brande.*

— of Bay, the lb. Duty 0 0 3

Oil of Bay is an essential oil, obtained from the berries of the bay. The berries and leaves, as well as the oil, are used medicinally.—*Chambers.*

— of Cajaputa, the oz. Duty 0 1 0

Cajaput Oil, obtained by distillation from the leaves of the Malaleuca Cajuputi, a shrub abundant in Amboyua and part of Borneo, whence the essential oil is imported. It generally has a greenish colour, arising, as it is said, from the copper flasks in which it is brought to Europe; but none of the samples which I have examined contain copper. When recent it is nearly colourless. It is highly pungent and aromatic, its odour resembling that of camphor and cardamom seeds.—*Brande.*

— of Caraway, the lb. Duty 0 2 6

Oil of Caraway is procured by distilling the caraway seed. It is very warm and pungent, and of an agreeable flavour. A few drops are frequently incorporated with pill masses, and added to powders to disguise the flavour, and to prevent flatulency.—*Ed.*

— of Cassia, the oz. Duty 0 1 0

Oil of Cassia is procured from the bark and buds of the Laurus Cassia, growing in the East Indies.—*Ed.*

— of Castor, the lb. Duty 0 1 0

.... imported from any British possession within the limits of the East India Company's charter the lb. [7 Geo. 4. c. 48.] Duty 0 0 9

.... the produce of, and imported from any other British possession, the lb. Duty 0 0 6

OIL.

The seeds of the *Ricinus communis*, and their expressed oil. This plant is a native of the West Indian Islands and South America, and of several parts of Africa and Asia. In the West Indies, the oil is sometimes separated by boiling the decorticated seeds in water: in this case it is deeper-coloured, more acid, and more liable to become rancid; generally, also, more active as a purgative. This oil, commonly called castor oil, is a valuable aperient.—*Brande*.

OIL, Chemical Oil, not otherwise enumerated, the lb. Duty 0 4 0

Chemical oils are distinguished from the expressed oils; such as those of almonds, linseed, olives, and the like, which are made by so simple a process as mere squeezing.—*Chambers*.

— of Cinnamon, the oz. Duty 0 1 0

The essential oil of the inner bark of the cinnamon tree.—*Brande*.

— of Cloves, the oz. Duty 0 2 0

An oil drawn from cloves by distillation, moderately pungent; which, when new, is of a pale-yellow colour, but reddens as it grows old: it is used in medicine as a sovereign remedy for the tooth-ach, and in compositions with the same view as the fruit. It is also much used among the perfumers.—*Chambers*.

— of Cocoa Nut, the cwt. Duty 0 2 6

Oil of Cocoa Nut comes from Ceylon in considerable quantities.—*Ed*.

— of Fennel, the lb. Duty 0 4 0

Oil of Fennel has the same properties as oil of aniseed.—*Ed*.

— Fish Oil. See Train Oil, in Oil.

— of Hemp Seed, the tun Duty 39 18 0

Oil of Hemp Seed is chiefly used by painters.—*Ed*.

— of Jessamine, the lb. Duty 0 4 0

Oil of Jessamine is used principally in perfuming.—*Ed*.

— of Juniper, the lb. Duty 0 2 0

The market is chiefly supplied with juniper berries from Italy and Germany; the former being the larger and finer looking, but not always yielding so much oil as the latter. Their taste is sweet, mucilaginous, and warm and aromatic; when distilled they yield about 5 per cent. of a fragrant volatile oil, possessing much of the flavour of oil of turpentine, with which the foreign oil of juniper appears generally to be pretty copiously adulterated.—*Brande*.

— of Lavender, the lb. Duty 0 4 0

This oil is of a bright yellowish colour, a very pungent taste, and possesses, if carefully distilled, the fragrance of the lavender in perfection: it is given internally from one drop to five, and employed in external applications, and for destroying cutaneous insects.—*Chambers*.

— of Linseed, the tun Duty 39 18 0

The Oil of Linseed yields, by expression, an oil that has most of the qualities of nut oil, and is accordingly generally used, in lieu thereof, in painting, and for burning. That drawn without the assistance of fire, is of much esteem in medicine, and supposed good in the cure of catarrhs, coughs, asthmas, and other diseases of the breast, &c.—*Rees*.

— of Mace, the oz. Duty 0 2 6

Oil of Mace is a kind of sebaceous matter, said to be expressed from the nutmeg, and appearing to be a mixture of the gross sebaceous matter of the nutmeg, with a little of the essential or aromatic oil; both which may be perfectly separated from one another by maceration or digestion in rectified spirit, or by distillation with water. The best sort of this oil is brought from the East Indies in stone jars, and is somewhat soft, of a yellow colour, and of a strong agreeable smell, much resembling that of the nutmeg itself. There is another sort brought

OIL.

brought from Holland in solid masses, generally flat, and of a square figure, of a paler colour, and much weaker smell.—*Lewis*.

The oil of mace, as usually imported, is wrapped in flag leaves; it is of the consistence of marrow, an orange colour, and slightly fragrant.—*Brande*.

OIL, of Marjorum, the lb. Duty 0 4 0

An essential oil is obtained from the leaves and tops of sweet marjorum, which, when carefully drawn, is of a pale yellow colour, and of a hot penetrating taste.—*Chambers*.

— of Neroli. See Oil of Orange Flower.

— of Nutmegs, the oz. Duty 0 2 6

Nutmegs, by distillation, or expression, yield an oil of great fragranc, and use in medicine. When distilled with water, they yield nearly one sixteenth of their weight of a limpid essential oil, very grateful, possessing the flavour of the spice in perfection, and which is said to have some degree of an antispasmodic or hypnotic power.—*Chambers*.

— of Olives, the tun Duty 8 8 0

Oil of Olives is the most popular and most universal of all other; being that chiefly used in medicine, in foods, salads, and in the manufactures. It is drawn from olives by presses or mills made for the purpose.—*Rees*.

Olive Oil being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Olive Oils, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

— of Orange Flower, or Neroli, the oz. Duty 0 2 0

The essential oil of the flowers of the orange tree. France and Italy are the countries whence it is usually brought.—*Ed*.

— of Palm, the cwt. Duty 0 2 6

Palm Oil, or Oil of Senegal, a thick unctuous liquor, of a yellow colour, and a violet smell; so called, because drawn by ebullition, or by expression, from the fruit of a kind of palm-tree, growing in several places of Africa, especially in Senegal. The Africans use this oil as we do butter: and burn it in their lamps when old. With us, it is only used in some external applications.—*Chambers*.

— Perfumed Oil, not otherwise enumerated, the lb. Duty 0 4 0

This is so indefinite a term, that it would be hazardous to attempt giving a description of it. The reader, however, will probably find little difficulty in deciding the point when the article itself is presented to his olfactory nerves.—*Ed*.

— of Pine, the lb. Duty 0 0 8

Another name for the oil of turpentine, which see.—*Ed*.

— of Rape Seed, the tun Duty 39 18 0

It is chiefly used by clothiers, and is obtained merely by expression of the seed.—*Ed*.

— of Rhodium, the oz. Duty 0 5 0

The Lignum Rhodium, or Aspalathum, affords an oil of an admirable scent; reputed one of the best of perfumes; it is chiefly used in scenting pomatums, and liniments.—*Chambers*.

— of Rock Oil, the lb. Duty 0 0 10

Petrol, oil of petre, or rock oil, an oleaginous juice, issuing out of the clefts of rocks;

OIL.

rocks; and found floating on the waters of certain springs. Beside artificial and vegetable oils, i. e. those drawn from plants, &c. by expression, there are also natural and mineral oils issuing of themselves from the entrails of the earth, called by a common name petrols or petrolea. The more fluid petrolea, says Dr. Lewis, have been distinguished by the name of naphtha; and the thicker by those of pissasphaltum, and pisselæum. These, according to all appearance, must be the work of subterraneous fires, which raise or sublime the more subtle parts of certain bituminous matters that lie in their way. These parts, being condensed into a liquor by the cold of the vaults of rocks, are there collected, and ooze thence through clefts and apertures, with which the disposition of the ground furnishes them. Petrol, then, is a liquid bitumen, only differing by its liquidity from other bitumens, as asphaltum, jet, amber, and the like substances. Hitherto there has been little petrol found, except in hot countries.—*Chambers.*

OIL, of Rosemary, the lb. Duty 0 4 0

The leaves and tops of rosemary, distilled with water, yield a thin, light, pale-coloured essential oil, inclining a little to yellowish or greenish, of great fragrancy, though not quite so agreeable as the rosemary itself. From one hundred pounds of the herb, in flower, were obtained eight ounces of oil: and the decoction, on being inspissated, yields an unpleasant, weak, bitterish extract. Tournefort observes, that those sorts of rosemary, which produce neither flowers nor seeds, and which have very hard shrubby stalks, and long narrow leaves, smell strongly like camphor, and yield on distilling a large quantity, for the purpose of obtaining their oil, a portion also of real camphor.—*Rees.*

— of Roses. See Otto of Roses.

— of Rosewood, the oz. Duty 0 5 0

The same as Oil of Rhodium, which see.—*Ed.*

— of Salad Oil. See Oil of Olives.

— of Sandal Wood, the oz. Duty 0 2 6

Oil of Sandal Wood is distilled from the yellow saunders, indigenous in the East Indies.—*Ed.*

— Of Sassafras, the lb. Duty 0 2 6

Many of the vegetable oils obtained by distillation, will be found, under certain circumstances, to approach to camphor. The oil of thyme may be chrystallized, according to a process of Mr. Newmann's, who calls it, in that, camphora thymi. Phil. Trans. No. 479. The oil of sassafras is peculiarly liable to chrystallization in certain circumstances, and that into the most beautiful forms.—*Chambers.*

— Seal Oil. See Train Oil, in Oil.

— Seed Oil, not otherwise enumerated, the tun .. Duty 39 18 0

— Seed Oil Cakes, of all sorts, the cwt. Duty 0 0 2

[7 Geo. 4. c. 48.]

Most of the seeds of the umbelliferous plants, which usually pass for aromatics of the first and most eminent kind, have, in reality, no smell at all in themselves; the oil-bladders which yield their virtues being placed in their outer covering, the kernel within the seed usually containing a fat oil of the olive or almond kind, and wholly different from the essential.—*Chambers.*

— of Spermaceti. See Train Oil, in Oil.

— of Spike, the lb. Duty 0 4 0

This is considered to be produced from the lavender plant. It is used in medicine and perfumery.—*Ed.*

— of Thyme, the lb. Duty 0 4 0

The lemon-thyme, distilled with water, yields a large quantity of a yellowish very fragrant oil of the lemon-flavour, containing nearly all the medicinal parts of the plant. It gives over also, with rectified spirit, its finer odorous matter.—*Lewis.*

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OIL, Train Oil, Blubber, Spermaceti Oil, and Head Matter, viz. the produce of fish or creatures living in the sea, taken and caught by the crews of British ships, and imported direct from the fishery, or from any British possession, in a British ship, the tun	Duty	0	1	0
———— the produce of fish or creatures living in the sea, of foreign fishing, the tun	Duty	26	12	0

Blubber denotes the fat of whales and other large sea-animals, whereof is made train-oil. It is properly the adeps of the animal: it lies immediately under the skin, and over the muscular flesh. In the whale its thickness is ordinarily six inches; but about the under lip, it is found two or three feet thick. The whole quantity yielded by one of these animals ordinarily amounts to 40 or 50, sometimes to 80 or more, hundred weight. Its use in trade and manufactures is to furnish train-oil, which it does by boiling down. Formerly this was performed ashore in the country where the whales were caught: but of late the fishers do not go ashore: they bring the blubber home stowed in casks, and afterwards boil it down in the preparation of oil.—*Ency. Britan.*

The substance called spermaceti is found in every part of the body, mixed with the common fat of the animal; but to this it bears a small proportion. In the head this substance is also mixed with the common fat; but here the proportions of the two substances are reversed: the spermaceti is by far in greatest quantity. And, from this circumstance of its being found in such abundance, in what, from a slight view, would appear to be the cavity of the skull, it has been by some supposed to be the brain. The two kinds of fat in the head are contained in cells or in cellular membrane, similar to what takes place in other animals; but, besides these, there are larger cells, or ligamentous parts going across, the better to support the vast load of oil of which the bulk of the head is principally composed. There are two places in the head in which this oil lies. The numerous useful purposes to which the common oil of the whale and the spermaceti are applied, the latter sometimes in medicine, and both in many of the arts and in domestic economy, are too well known to be particularly pointed out.—*Ency. Britan.*

Certificate and Oath of Produce from British Possessions. Before any blubber, train oil, spermaceti oil, head matter, or whale fins, shall be entered as being the produce of fish or creatures living in the sea taken and caught wholly by His Majesty's subjects usually residing in some part of His Majesty's dominions, and imported from some British possession, the master of the ship importing the same shall deliver to the collector or controller a certificate under the hand of the proper officer of such British possession where such goods were taken on board, (or if no such officer be residing there, then a certificate under the hands of two principal inhabitants at the place of shipment,) notifying that oath had been made before him by the shipper of such goods, that the same were the produce of fish or creatures living in the sea taken wholly by British subjects usually residing in some part of His Majesty's dominions; and such master shall also make oath before the collector or controller, that such certificate was received by him at the place where such goods were taken on board, and that the goods so imported are the same as mentioned therein; and the importer of such goods shall also make oath before the collector or controller at the time of entry, that to the best of his knowledge and belief the same were the produce of fish or creatures living in the sea taken wholly by British subjects usually residing in some part of His Majesty's dominions. 6 Geo. 4. c. 107. § 43.

Entry of Blubber, &c. of British Fishing.—*Oath of Master and Importer.* Before any blubber, train oil, spermaceti oil, head matter, or whale fins, shall

OIL.

shall be entered as being the produce of fish or creatures living in the sea taken and caught wholly by the crews of ships fitted out in the united kingdom, or in one of the islands of Guernsey, Jersey, Alderney, Sark or Man, the master of the ship importing such goods shall make oath, and the importer of such goods (to the best of his knowledge and belief) shall make oath that the same are the produce of fish or creatures living in the sea taken and caught wholly by the crew of such ship, or by the crew of some other ship (naming the ship) fitted out in the United Kingdom, or in one of the islands of Guernsey, Jersey, Alderney, Sark, or Man (stating which). § 44.

Boiling Blubber from Greenland into Oil. It shall be lawful upon the return of any ship from the Greenland seas or Davis's Straits to the United Kingdom, with any blubber, being the produce of whales or other creatures living in the sea, for the importers thereof to cause the same to be boiled into oil at the port of importation, under the care and inspection of the proper officers of customs; and the oil so produced shall be admitted to entry, and the duties be paid thereon as if imported in that state. § 45.

AMOUNT of Duty received in Great Britain, on Oil, Blubber, and Whalefins, caught by the Crews of British-built Vessels, and owned by British Subjects, in the Year ended January 5, 1825, viz.

	£.	s.	d.
Blubber.....	1,779	10	8
Train Oil.....	3,533	10	1 $\frac{3}{4}$
Spermaceti Oil.....	2,638	0	0
Whalefins.....	1,330	17	11
Total.....	9,281	18	8 $\frac{3}{4}$

OIL, of Turpentine, the lb.....Duty 0 0 8

This oil is generally used as a drier, to mix with the other oils; for which purpose it has greatly the advantage of drying oil, with regard to colour, as it is perfectly transparent and white. It is used without any other preparation than mixing it, either alone or together, with drying oil, with the other oils and colours. Turpentine is sometimes used with other bodies, to render spirit of wine a fit vehicle for colours.—*Ency. Britan.*

— of Vitriol, the lb. Duty 0 0 6

The suffocating vapour of sulphur is imbibed by water, with which it forms the fluid formerly called volatile vitriolic, now sulphurous acid. If this fluid be exposed for a time to the air, it loses the sulphureous smell it had at first, and the acid becomes more fixed. It is then the fluid which was formerly called the spirit of vitriol. Much of the water may be driven off by heat, and the dense acid which remains is the sulphuric acid, commonly called oil of vitriol. The best commercial sulphuric acid contains from one-half to three quarters of a part in the hundred, of solid saline matter, foreign to its nature. These fractional parts consist of sulphate of potash and lead, in the proportion of four of the former to one of the latter. The sulphuric acid is of very extensive use in the art of chemistry, as well as in metallurgy, bleaching, and some of the processes for dyeing; in medicine it is given as a tonic and stimulant, and is sometimes used externally as a caustic. The combinations of this acid with the various bases are called *sulphates*, and most of them have long been known by various names.—*Ure.*

— Walnut Oil, the lb. Duty 0 0 6

Coach-painters chiefly use this.—*Ed.*

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As to the general nature of oils, see the following article.

OIL, Whale oil. See Train Oil, in Oil.

— not particularly enumerated, or otherwise charged
with duty, the £100 value Duty 50 0 0

Oils are naturally divided into two kinds; fixed or fat oils, and volatile or essential oils. Both the volatile and fixed oils are obtained from plants, and sometimes from the same plant, but always from different parts of it. While the seeds yield fixed oil, the volatile oil is extracted from the bark or wood. One of the most distinguishing characteristics of the fixed oils is, that they exist only in one part of the vegetable. They are only found in the seeds. Among plants too, fixed oils are only found existing in those whose seeds have a peculiar structure. As the fixed oils exist ready formed in the seeds of plants, they are generally obtained by expression, and hence they have been called expressed oils. This is done by reducing the seeds to a kind of pulp, or paste, which is inclosed in bags, and subjected by means of machinery, when it is obtained in the large way, to strong pressure, so that the oil flows out, and is easily collected. The oil obtained by this process, which has been called cold drawn, because it is procured without the application of heat, and merely by pressure, is the purest; but the quantity of this which seeds in general yield is comparatively small. It therefore becomes necessary for extracting the oil from seeds of the latter description, and to have it in greater abundance from all seeds, to employ heat, to facilitate the separation of the oil from the mucilage or other matters with which it is combined.—*Ency. Britan.*

OKER. See Ochre.

OLIBANUM, the cwt..... Duty 2 0 0
Drawback 1 4 2

A gum resin produced, according to the London Pharmacopœia, by the *Juniperus Lycia*. Mr. Thomson, however, on the authority of Mr. Colebrooke, regards it as the exudation of the *Boswellia serrata* of Roxburgh, a native of the mountains of India. The finest olibanum is imported from the Levant, in yellowish white and nearly opaque tears or drops, having a slight odour of turpentine, and a bitterish taste.—*Brunde.*

OLIVES, the gallon..... Duty 0 2 0

In Languedoc, they chiefly propagate the corneau, the ampoulan, and moureau, which are three varieties of the first species, or Provence olive with a smaller oblong fruit; but in Spain the second sort, or Spanish olive with the largest fruit, is generally cultivated, where they have more regard to the size of the fruit, and the quantity of oil they will produce, than to their quality. There are three kinds of olives frequently sold, different in size and goodness, viz. those of Verona, those of Spain, and those of Provence. The olives, while on the tree, are intolerably bitter, without any thing of that delicious taste, which procures them admittance at the richest tables. To fit them for that, they must be cured or pickled.—*Chambers.*

OLIVE WOOD, the produce of and imported from any British possession, the ton..... Duty 0 12 4
— of any other place, or if otherwise imported,
the ton Duty 8 9 6

Olive wood is chiefly used by cabinet-makers on account of the high polish of which it is susceptible.—*Ed.*

ONIONS, the bushel..... Duty 0 3 0

The Spanish, Portuguese, and the Strasburgh onions, are in the most repute, and come to us in considerable quantities.—*Ed.*

OPIUM, the lb..... Duty 0 9 0
Drawback 0 6 0

Opium is the concrete juice of the white poppy. The white poppy is probably
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an original native of Asia, though by no means an uncommon indigenous plant in various parts of Europe. Opium is chiefly prepared in Turkey, Persia, and India; but the plant is also abundantly cultivated in France and the South of Europe, on account of its seeds, from which a useful bland oil is procured by expression.—*Brande.*

Our monopoly of the opium trade, and cultivation of the poppy, seems to have been coeval with the establishment of British influence in Bengal. For a considerable period the emoluments were engrossed, as of right, by certain officers of the government. In the year 1773, shortly before the British opium trade with China began, the Company took the monopoly out of the hands of their officers, and farmed it, or let it out upon contract, for their own benefit. It continued under the direction of the Calcutta Board of Revenue, and afterwards under that of the Board of Trade, till the year 1797, when, upon the expiration of the contracts, the cultivation of the plant, which had been heretofore limited to the provinces of Bengal, Bahar, and Orixá, was restricted to Bahar (Patna) and Benares, and suppressed in the districts of Rungpore, Purneah, and Baugulpore, where it had been grown for ages.

The agency system, which took place under the administration of Lord Teignmouth, has been extremely advantageous to the trade in this article. Its cultivation was confined to districts most adapted to its growth; its purity was ensured by strict examination; and the confidence of exporter and consumer became, in a few years, so complete, that "a chest of opium, bearing the Company's marks, passed among the Malays and Chinese, like a Bank note, unexamined and unquestioned." (*a*)

In Malwa, and other districts on the western side of India, opium had been cultivated from time immemorial. The article not only had a vent at Bombay (whence the quantity exported in 1810 is represented to have been more than 1000 chests, and afterwards much larger), but found its way, through various indirect channels, into China and the eastern markets, to the great prejudice of the Bengal sales. The Company attempted to check this trade, by prohibiting the exportation of Malwa opium by sea from Bombay; but it was found that it eluded this regulation by means of the Portuguese settlements of Diu and Demau, and by clandestine shipments at other ports on that coast.

The history of the British opium trade with China (in which the Company do not directly participate, as the drug is nominally contraband at Canton) may be despatched in a few words. Previous to the year 1780, this branch of traffic was exclusively in the hands of the Portuguese at Macao. In that year the English contrived to dispose of a small quantity, and they established a sort of *dépôt* in a bay to the southward of Macao, where they were for years subjected to annoyance, from both Portuguese and Chinese. At length they ventured, in 1794, to send a vessel laden with about 200 chests of the drug to Whampoa, where she was suffered to remain without molestation. The traffic, thus established, has continued ever since, with only trifling interruptions, until the year 1821, when an imperial edict from Peking, proscribing, under severe penalties, this commodity, as "a poison, extremely hurtful to men's hearts and to public morals," occasioned the confiscation of the cargoes of two or three country ships, and the degradation of a Hong merchant. The trade has, however, recovered its usual serenity; and although a prohibited commodity, opium may be obtained in China without any other inconvenience, probably, than enhancement of price.

Mr. Crawford states the natural cost of a chest of Bengal opium, which contains two factory maunds ($149\frac{1}{2}$ lb.), to be about 112 sicca rupees. This is, however, far below the true calculation at present. The average prime cost per chest is 221 sicca rupees.—*Asiatic Journal*, No. 115.

OPIUM, Extract or Preparation of. See Extract.

OPOPOMAX GUM. See Gum.

ORE.

ORANGE FLOWER WATER, the gallon Duty 0 3 9

Orange flowers are justly esteemed one of the finest perfumes; and though little used in medicine, yet the water distilled from them is accounted stomachic, cordial, and carminative.—*Ency. Britan.*

ORANGES and LEMONS; viz.

the chest or box, not exceeding the capacity of 5,000 cubic inches	Duty	0	2	6
the chest or box, exceeding the capacity of 5,000 cubic inches, and not exceeding 7,300 cubic inches	Duty	0	3	9
the chest or box, exceeding the capacity of 7,300 cubic inches, and not exceeding 14,000 cubic inches	Duty	0	7	6
for every 1,000 cubic inches exceeding the above rate of 14,000 cubic inches, and so in proportion for any greater or less excess	Duty	0	0	7½
loose, the 1,000	Duty	0	15	0
OR, and at the option of the importer, the £100. value [7 Geo. 4. c. 48]	Duty	75	0	0
Juice of. See Juice.				
Peel of, the lb.	Duty	0	0	6

The orange-tree is a native of India and Persia, but it is now abundantly propagated in the south of Europe and the West India islands, and is also found in our green-houses. Oranges are imported in chests and boxes separately packed in paper.—*Thomson.*

At St. Michael's and the Azore islands, there are oranges throughout the whole year, but the principal crop is in January. The usual crop of good orange trees, is from 6,000 to 8,000; instances however have occurred, of from 26,000 to 29,000 having been gathered from one tree.—*Ed.*

The lemon-tree is a native of Assyria and Persia, whence it was brought into Europe; first to Greece and afterwards to Italy. It is now cultivated in Spain, Portugal, and France, and is not uncommon in our green-houses. Lemons are brought packed in chests and boxes separately rolled in paper. The Spanish lemons are most esteemed.—*Thomson.*

Orange-peel is an agreeable aromatic, proper to repair and strengthen the stomach, and gives a very grateful flavour to any infusions or tinctures into whose compositions it enters. It is particularly useful in preparations of the bark.—*Ency. Britan.*

From and after January 1, 1828, oranges and lemons, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 and 8 Geo. 4. c. 56. § 17.

No abatement of duties shall be made on account of any damage received by lemons and oranges. 6 Geo. 4. c. 107. § 30.

ORCHAL, Orchelia, or Archelia, the cwt. Duty 0 3 0
[7 Geo. 4. c. 48.]

Orchal, Archil, Archilla, Rocella, Orseille. A whitish lichen, growing upon rocks in the Canary and Cape Verd Islands, which yields a rich purple tincture, fugitive indeed, but extremely beautiful. This weed is imported to us as it is gathered.—*Ure.*

ORE, not otherwise enumerated, the £100 value .. Duty 20 0 0

— of Gold or Silver. See Bullion.

— Specimens of. See Specimens.

Ore. from the Saxon ore, and not improbably from aurum, gold, which is the most precious

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precious of metals; a metal in a mineral state, or as it is dug out of the earth. Ores are found in four different states; namely, 1. Native or pure, i. e. when they are purely in their metallic state, whether by themselves, or in alloy with other metals. 2. In the state of an oxide, or combined with oxygen. 3. In the state of a sulphuret, or in combination with sulphur; and 4. In combination with acids forming salts; besides which all ores are combined, more or less, with earthy materials, from which it is the business of the metallurgist to rid them by the various processes. When ores are thus treated for the practical purpose of fitting the metals for use, this is called reduction; but when the constituent parts of metals are separated, in order to obtain the knowledge of their composition, this is termed analysis, and the knowledge thus obtained is comprehended under the name of Mineralogy.—*Crabb*.

OR-MOLU. By 6 Geo. 4. c. 107. § 52. articles manufactured wholly or partly of Or-Molu; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast, were prohibited to be imported on pain of forfeiture, but *this regulation is now repealed.* See page 18.

Or-molu is French, and signifies water-gold, painter's gold.—*Ed.*

ORPIMENT, the cwt. Duty 1 8 6

Orpiment, auripigmentum, a yellow kind of arsenic, or more properly a mineral composed of sulphur and arsenic, found native in the earth, and constituting one of the ores of arsenic. It is the arsenicum auripigmentum of Linnæus.—*Crabb*.

ORRICE, or Iris Root, the cwt. Duty 1 8 6

This root is used in medicine and perfumery, and for communicating a grateful flavour, resembling that of raspberries, to wines and spirits.—*Chambers*.

ORSEDEW, the lb. Duty 0 1 3

Orsedew, is also called Dutch-gold, and Dutch-metal, an inferior sort of gold leaf in appearance, composed of copper and zinc, or of copper and brass. Dutch pictures, when imported, have frequently this article on the frames in lieu of gold leaf. It has a very coppery hue.—*Ed.*

OTTO, or **ATTAR**, of Oil of Roses, the oz. Duty 0 2 0
[7 Geo. 4. c. 48.]

Otto or Attar of Roses, are the petals of the Damask Rose. These are exclusively used in the distillation of rose water, when they afford a butyraceous oil, which is largely prepared in warm climates, and imported, especially from the East, under the name of Otto of Roses. The English oil is of a very inferior odour, and apt to become rancid; the foreign oil is often adulterated with oil of sandal wood, and the crystalline appearance of the genuine otto imitated by the addition of spermaceti.—*Brande*.

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PADDY. See Rice.

PAINTERS' COLOURS, not otherwise enumerated, the
£100 value. Duty 30 0 0

The principal colours used by painters are red and white lead or ceruse; yellow and red ochres; several kinds of earth, umber, orpiment, lamp-black, burnt ivory, black lead, cinnabar or vermilion, gamboge, lacca, blue and green ashes, verdigris, bistre, bice, smalt, carmine, ultramarine; each of which, with their uses, &c. are to be found under their proper articles. Of these colours, some are used tempered with gum-water, some ground with oil, others only in fresco; and others for miniature. Painters reduce all the colours they use under these two classes, of dark and light colours; dark colours are black, and all others that are obscure and earthy, as umber, bistre, &c. Under light colours are comprehended white, and all others that approach nearest to it. Painters also distinguish colours into simple and mineral. Under simple colours they rank all those which are extracted from vegetables, and which will not bear the fire; as the yellow made of saffron, French berries, lacca,

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lacca, and other tinctures extracted from flowers, used by limners, illuminers, &c. The mineral colours are those which being drawn from metals, &c. are able to bear the fire, and therefore used by enamellers. Changeable and permanent colours is another division, which, by some, is made of colours.—*Ency. Britan.*

PAINTINGS on GLASS, the £100 value	Duty	30	0	0
.... and further, the cwt.	Duty	4	0	0

It may not be unwelcome to the curious reader to see some anecdotes of the revival of taste for painted glass in England. Price, as we have said, was the only painter in that style for many years in England. Afterwards one Rowell, a plumber at Reading, did some things, particularly for the late Henry earl of Pembroke; but Rowell's colours soon vanished. At last he found out a very durable and beautiful red; but he died in a year or two, and the secret with him. A man at Birmingham began the same art in 1756 or 1757, and fitted up a window for Lord Lyttleton, in the church of Hagley; but soon broke. A little after him, one Peckitt at York began the same business, and has made good proficiency. A few lovers of that art collected some dispersed panes from ancient buildings, particularly the late Lord Cobham, who erected a Gothic temple at Stowe, and filled it with arms of the old nobility, &c. About the year 1753, one Asciotti, an Italian, who had married a Flemish woman, brought a parcel of painted glass from Flanders, and sold it for a few guineas to the Honourable Mr. Bateman, of Old Windsor. Upon that I sent Asciotti again to Flanders, who brought me 450 pieces, for which, including the expence of his journey, I paid him thirty-six guineas. His wife made more journeys for the same purpose; and sold her cargo to one Palmer a glazier in St. Martin's-lane, who immediately raised the price to one, two, or five guineas for a single piece, and fitted up entire windows with them, and with mosaics of plain glass of different colours. In 1761, Paterson, an auctioneer at Essex house in the Strand, exhibited the two first auctions of painted glass, imported in like manner from Flanders. All this manufacture consisted in rounds of Scripture stories, stained in black and yellow, or in small figures of black and white; birds and flowers in colours, and Flemish coats of arms.—*Walpole's Anecdotes of Paintings.*

PAPER, viz. Brown Paper, made of old rope or cordage only, without separating or extracting the pitch or tar therefrom, and without any mixture of other materials therewith, the lb.	Duty	0	0	3
——— printed, painted, or stained paper, or paper hangings, or flock paper, the yard square....	Duty	0	1	0
——— waste paper, or paper of any other sort, not particularly enumerated, nor otherwise charged with duty, the lb.	Duty	0	0	9

Any substance which is manufactured so as to be fit to write on; it is so called from the Egyptian Papyrus, which was first used for this purpose. Paper is now made of linen rags, and is of different kinds, namely—As to their colour, white, brown, blue, &c.—As to their quality, fine, second, bastard, superfine, hotpressed, yellow-wove, &c.—As to their use, writing, printing, drawing, cap, cartridge, copy, chancery, post-paper, &c.—As to their dimensions, pot, foolscap, crown, demy, medium, royal, superroyal, imperial, elephant, atlas, &c. To these may be added—Printed Paper, to hang rooms with.—Stamped Paper, to write deeds, &c. on.—Ruled Paper, for account books.—Blotting Paper, which is not sized, and in which the ink readily sinks.—Teint or demi-teint paper, a paper for designing on.—Bistard Paper, white paper washed over with a sponge dipped in soot-water, which is used to save the labour of the crayon.—Marble Paper, which is painted with various colours, and used in book-binding.—*Crabb.*

Quantity. If foreign paper be imported into Great Britain, in any less quantity than a ream, each such ream containing 20 quires, and each quire 24 sheets, the same shall be forfeited. 34 Geo. 3. c. 20. § 44.

PARCHMENT,

PEA

PARCHMENT, the dozen sheets..... Duty 0 10 0

Parchment, the skins of sheep or goats prepared after such a manner as to render it proper for writing upon, covering books, &c. The word comes from the Latin *pergamena*, the ancient name of this manufacture; which is said to have been taken from the city Pergamos, to Eumenes king, to whom its invention is usually ascribed; though, in reality, that prince appears rather to have been the improver than the inventor of parchment. The manufacture of parchment is begun by the skinner, and finished by the parchment maker. What is called vellum is only parchment made of the skins of abortives, or at least sucking calves. This has a much finer grain, and is whiter and smoother than parchment; but is prepared in the same manner, except its not being passed through the lime pit.—*Ency. Britan.*

PASTEBOARDS, the cwt..... Duty 3 8 2

Paste-board is a kind of thick paper formed of several sheets pasted one upon the other, which is used by book-binders for the covers of books, &c.—*Crabb.*

PEARL-BARLEY, the cwt. Duty 0 17 6

A well-known article of much esteem for the invalid. It was formerly imported from Holland, but the greater part comes from Scotland.—*Ed.*

Common barley is converted into pearl-barley by a machine so constructed as to grind off the cuticle, and afterwards round the grain. Its decoction, or what is generally called *barley-water*, contains little else than starch.—*Brande.*

PEARLS, the £100 value..... Duty 5 0 0

The pearl is a beautiful globular concretion found in several shell fish, particularly in what is called the East Indian pearl oyster, the *concha margaritifera* of Linnaeus. Pearl is produced by a distemper in the animal, which resembles the stone in men. Mother of Pearl, the shell of a little sea-fish of the oyster kind. Wens of Pearls, excrescences in the form of half pearls found at the bottom of pearl shells. False Pearls, factitious pearls resembling the true ones in water and colour.—*Crabb.*

The usual sitting of the congress is three months; but this year, in consequence of the great press of business, by a vote of both houses, the session was prolonged thirty days. It terminated its arduous labours (in which it is but justice to say the members were indefatigable in their exertions) on the 7th of August. In the last sitting there was a law passed, granting the exclusive right of the pearl fishery of Columbia, for ten years, to Messrs. Rundell, Bridge, and Rundell, of London, being the most valuable grant which the government has yet bestowed, and which I considered inferior to none, except the cutting of the Isthmus of Panama, so as to form a communication, by steam vessels, between the Atlantic and Pacific Oceans; which I have ascertained, from accurate survey, to be perfectly practicable, and have in consequence formed a company in Bagota, who are to lay before the ensuing congress proposals to that effect.

From official documents, it is ascertained that up to the year 1530, the annual value of pearls obtained from the Atlantic side amounted to eight hundred thousand dollars; at the commencement of the conquest, the island of Coche alone produced one thousand five hundred marks' worth of pearls every month, equal to three thousand dollars, reckoning the mark at eight shillings. Now it must be remembered, that at this period all the mines of America hardly gave two millions of dollars, and that silver was then scarce, and pearls plentiful; the same quantity of pearls would be worth twice the sum, one million six hundred thousand, at the present value of silver. Pearls have in their turn become scarce, and their value necessarily increased; and as the value of silver has diminished, could the same number of pearls be procured as in 1530, their ratio with the present supply of silver would give an actual value of three millions two hundred thousand dollars of annual produce, and this only from the fishery of the Atlantic side of Columbia; so that there would still remain all the rich fishery in the Pacific Ocean, equal at least to the former, and making the whole annual produce amount to six millions four hundred thousand dollars' worth of pearls. But as only one half the coast

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coast on each side is allowed to be fished at a time, the actual annual product may be three millions two hundred thousand dollars, or six hundred and forty thousand pounds sterling, at the present worth of the dollar. And this is by no means improbable, as it must be remembered, that since 1683 to the present time, being a lapse of one hundred and forty-one years, the fishery has been neglected, so that the oysters are found to have increased most wonderfully; besides, in the Bay of Panama, ravenous fish have of late years appeared, which entirely prevent the divers going down in particular parts, and in deep water, so that they are obliged to fish and re-fish the shallow beds close to the Islus del Rey; whereas with the machinery of the Colombian Pearl Fishing Company, nearly every spot in the Bay of Panama may be inspected, without the least fear or danger, and by this means a new era, with respect to the value, size, and quantity of pearls, will commence.

It must also be kept in mind how very much the population of the world has increased since 1530, and that should pearls be introduced into the market at a moderate price, the actual consumption might be a hundred-fold more than is at present demanded.—*Cochrane's Travels in Colombia.*

PEARS, the bushel.....	Duty	0	7	6
——— dried, the bushel.....	Duty	0	10	0

A well known fruit, occasionally brought from France, and other parts of Europe:—*Ed.*

PELLITORY, the lb.....	Duty	0	0	6
	Drawback	0	0	4

The root of the Anthemis Pyrethrum—Pellitory of Spain—Spanish Chamomile.—This root is imported from the Levant. It is a powerful stimulant, exciting, when chewed, a tingling sensation upon the tongue, and a copious flow of saliva.—*Brande.*

PELTS. See Skins.

PENCILS, the £100 value.....	Duty	30	0	0
——— of Slate, the £100 value.....	Duty	20	0	0

The pencil is an instrument used by painters for laying on their colours. Pencils are of various kinds, and made of various materials; the largest sorts are made of boars' bristles, the thick ends of which are bound to a stick, bigger or less, according to the use they are designed for; these, when large, are called brushes. The finer sorts of pencils are made of camels, badgers, and squirrels hair, and of the down of swans; these are tied at the upper end with a piece of strong thread, and enclosed in the barrel of a quill. All good pencils, on being drawn between the lips, come to a fine point.

Pencil, is also an instrument used in drawing, writing, &c. made of long pieces of black lead or red chalk, placed in a groove cut in a slip of cedar; on which other pieces of cedar being glued, the whole is planed round, and one of the ends being cut to a point it is fit for use.—*Ency. Britan.*

PENS, the £100 value.....	Duty	30	0	0
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Pen, a little instrument, usually formed of a quill, serving to write withal. Pens are also sometimes made of silver, brass, or iron. Dutch pens are made of quills that have passed through hot ashes to take off the grosser fat and moisture, and render them more transparent. Fountain pen is a pen of silver, brass, &c. contrived to contain a considerable quantity of ink, and let it flow out by gentle degrees, so as to supply the writer a long time without being under the necessity of taking fresh ink. There are, it is well known, some instruments used by practical mathematicians, which are called pens, and which are distinguished according to the use to which they are principally applied; as for example the drawing pen, &c. The geometric pen is an instrument in which, by a circular motion, a right line, a circle, an ellipse, and other mathematical figures, may be described. It was first invented and explained by John Baptist Suardi, in a work entitled *Nuovo Istrumenti per la Descrizione di diverse Curve Antichi e Moderne*, &c. Several writers

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writers had observed the curves arising from the compound motion of two circles, one moving round the other; but Suardi first realised the principle, and first reduced it to practice. It has been lately introduced with success into the steam-engine by Watt and Boulton. The number of curves this instrument can describe is truly amazing; the author enumerates not less than 1273, which (he says) can be described by it in the simple form.—*Ency. Britan.*

PEPPER, of all sorts, imported from any British possession within the limits of the East India Company's charter, the lb. [7 Geo. 4. c. 48.]	Duty	0	1	0
———— imported from any other place within the limits of the East India Company's charter, the lb. [7 Geo. 4. c. 48.]	Duty	0	1	2
———— the produce of and imported from any other British possession, the lb.	Duty	0	1	0
———— of any other place, or if otherwise imported, the lb.	Duty	0	1	6
As to abandoning pepper for the duty, see note to page 425.				

This plant grows wild in India, but its fruit does not attain perfection without care and culture. It is grown with many precautions and with much success in Java, Malacca, and Sumatra, whence the European market is almost exclusively supplied.—*Brande.*

Of all the produce of the eastern islands, and of the countries immediately in their neighbourhood, in demand among strangers, black pepper is the most important, both in value and quantity.

The pepper countries extend from about the longitude of 96° to that of 115° east, beyond which none is to be found, and it reaches from 5° south latitude to about 12° north, where it again ceases. Within these limits we have Sumatra, Borneo, the Malayan Peninsula, and certain countries lying on the east coast of the Gulf of Siam.

The whole produce of the island of Sumatra is estimated not to fall short of 168,000 pikols; the south-west coast being said to produce 150,000, and the north-east coast 18,000 pikols.

The pepper ports on the north-east coast of Sumatra are Lankat and Delli, with Sardang. The two first produce 15,000 pikols, and the latter 3,000 annually. The cultivation is carried on by the Batta nation in the interior.

The ports on the south-west coast, and the amount of their produce, as given on a recent estimate, are as follow, *viz.*

Port and district of Trumah.	40,000
District of Pulo Dua	4,000
Ditto of Cluat	30,000
Coast from Tampat Tuan to Susu	33,000
Port of Susu	1,000
Kuala Batta	20,000
Analabu	2,000
Districts to the north of Analabu.	20,000

Total pikols. 150,000

Here it is of importance to remark, that the culture and production is extremely fluctuating.

During the last pepper season there obtained cargoes on the west coast of Sumatra twenty-seven America ships, six country traders, four large French ships, besides the ships belonging to the East India Company, which generally take away 500 tons. Nearly the whole of this trade is in the hands of Europeans or Americans, and finds its way to Europe, to America, and in a small proportion to China.

The north coast of Sumatra, from Pedier down to the Carimons, is estimated, as already

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already mentioned, to produce 18,000 pikols. Prince of Wales island is the principal depôt for this, from whence the greatest part is exported to India and China. The produce of Prince of Wales island itself is about 15,000 pikols.

Of the islands at the mouth of the straits of Malacca and Singapore, Bintang, on which Rhio is situated, and the adjacent islands, produce 10,000 pikols; and Lingga about 2,000. A large proportion of this is brought to the emporium of Singapore, which exported last year about 21,000 pikols: some part to Bengal and China, but principally to Europe direct, in free traders.

The west coast of the Malayan peninsula produces no pepper, with the exception of about 4,000 pikols afforded by the territory of Malacca.

On the east coast of the peninsula, the production of pepper is very considerable. The ports of Patmi and Calantan, chiefly the latter, yield about 16,000 pikols, annually, and Tringanu about 8,000. A portion of this is brought to Singapore and Penang; but we believe the greater proportion goes direct to China in junks, of which three large ones frequent Tringanu annually, and one Calantan. The Americans too occasionally visit these ports. In the year 1821 three vessels of considerable burthen obtained cargoes.

The east coast of the gulf of Siam, from the latitude of $10\frac{1}{2}$ to that of $12\frac{1}{2}$ north, affords an extensive produce of pepper. This coast is scarcely known, even by name, to the traders of Europe. The principal ports here are Chantibun, Fungyai, Pongsom, and Kampot, the two first being under the dominion of Siam, and the latter under that of Kamboja. The whole produce is estimated at not less than 60,000 pikols, 40,000 of which are brought at once to the capital of Siam as tribute to the king, and the whole finds its way to China in junks. It remains only to estimate the produce of the island of Borneo. The whole produce of Borneo is estimated at about 20,000 pikols, of which a large share is carried to China direct in junks, some by Portuguese vessels, and about 7,000 pikols are now annually brought by the native craft of the country itself to Singapore in the course of that free trade, which is happily flourishing at this settlement. The data which have been stated, will enable us to estimate the whole production of the Malayan Archipelago, including that of the peninsula of Malacca: and that of the east coast of the gulf of Siam at 308,000 pikols; and as there is no other part of the world that affords pepper, excepting the western coast of the Peninsula of India, and this affords but 30,000 pikols, or less than one tenth part of what the places we have enumerated produce; we have, accordingly, at one view, the whole production of the earth, being 338,000 pikols, or 45,066,666 lb. avoirdupoise, and two-thirds. The average price of pepper has been lately about nine Spanish dollars a pikol; so the whole value drawn into India from Europe, China, and the New World on account of this single commodity, is 3,042,000 dollars. The quantity given in this statement may indeed appear enormous, but when meted out to the whole population of the globe, or to one thousand millions of people, it will be found that the average annual consumption of an individual amounts to no more than 323 grains; less than a grain a day; and, upon an average, less than the four fifth part of a pepper corn a day. (a)

We have but to add a word on the qualities of the different varieties of pepper. The best is that of Malabar, the pepper of the east coast of the gulf of Siam is considered next, then follow those of Calantan, Borneo, the west coast of Sumatra, and at the bottom of the list is the pepper of Rhio.—*Asiatic Journal*.

Capsicum, or Guinea Pepper, is more used as a sauce, and in pickle, than in physic, being frequently put into fish-sauce, or into any thing that is flatulent and windy; for which purpose it is ordered divers ways, either green or ripe, pickled or rubbed to powder with salt.—*Chambers*.

Cayenne Pepper. This is prepared from several species of capsicum, but especi-

(a) The President of the Board of Trade (Mr. Huskisson), in his speech in the House of Commons, on Friday, June 17th, 1825, said, the original cost of pepper was about 5d. per lb. The whole consumption of the United Kingdom was not more than 1,200,000 lb. a year, which did not exceed a proportion of about an ounce and a quarter to every individual of our population.

PIC

ally the *capsicum minimum*, or bird pepper, which is the hottest of all. The pods are sometimes imported in an unprepared state; and both the Indies now furnish it as well as Cayenne.—*Ency. Metrop.*

Long Pepper. This pepper differs little in flavour, and nothing in medicinal properties, from black pepper. It is native in Bengal, where the spikes are gathered in an immature state, and dried in the sun.—*Brande.*

Size of Packages. Pepper imported into the United Kingdom, shall be so imported in packages containing not less than 100 lb. avoirdupoise of pepper; and if any pepper be imported into the United Kingdom loose and unpacked, or in any less package, the same shall be forfeited. 1 and 2 Geo. 4. c. 105.

PERFUMED DUST. See Powder.

PERRY, the tun Duty 22 13 8

A pleasant and wholesome liquor extracted from pears, in the same manner as cider is from apples.—*Ency. Britan.*

PEWTER, manufactures of, not otherwise enumerated, the

£100 value Duty 20 0 0

Pewter, a factitious metal used in making domestic utensils, as plates, dishes, &c. The basis of the metal is tin, united to small portions of lead, zinc, bismuth, and antimony. "We have (says Dr. Watson) three sorts of pewter in common use; they are distinguished by the name of plate, trifle, or ley. The plate pewter is used for plates and dishes; the trifle, chiefly for pints and quarts; and the ley metal for wine measure, &c. Our very best pewter is said to consist of 100 parts tin, and 17 antimony, though others allow only 10 parts of the latter." Besides this composition, there are other kinds, compounded of tin, antimony, bismuth, and copper, in several proportions.—*Ency. Britan.*

PICKLES of all sorts, not otherwise enumerated, includ-

ing the vinegar, the gallon Duty 0 6 0

Pickles are well known. They are brought from various parts of Europe. Those from the East and West Indies are in high repute.—*Ed.*

PICTURES, each Duty 0 1 0

———— and further, the square foot Duty 0 1 0

[7 Geo. 4. c. 48.]

'Tis Painting's first chief business to explore

What lovelier forms in nature's boundless store

Are best to art and ancient taste allied,

For ancient taste those forms has best supplied.—*Mason's Fresnoy.*

Painting is the art of representing to the eye, by the means of figures and colours, every object in nature that is discernible by the sight. It is distinguished, according to the subjects, into landscape painting; portrait painting; historical or history painting; architectural painting; battle-pieces; sea-pieces, night-pieces; painting of animals, living or dead; painting of fruits, &c. According to the manner of painting, it is distinguished into painting in miniature, in water-colours, in oil, in fresco, in varnish, in distemper, &c.—*Crabb.*

It is singular that the origin of painting has ever been attributed to the often-repeated story of the Corinthian maid, sketching the shadow of her sleeping lover. But this is the origin only of *design*; and, in fact, is but a *silhouette*. I have never been able to trace the origin of *colouring* to any recorded tradition. Carlo Maratti, when a child, for want of colours, made use of the juices of herbs and flowers. In the history of the Canary Islands, the author writes, that some of the Majorcans were good artificers; they built houses, and *painted* them elegantly with the *colours* which they extracted from certain herbs and flowers upon the island.—*D'Israeli.*

THE CARTOONS OF RAFFAELLO DI URBINO have long been the admiration of the world,

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world, and England is not without reason proud of the exclusive possession of all that are existing of these master-pieces of this great painter.

While Raphael was in the employment of Pope Leo X. his Holiness employed this distinguished artist to make designs of the acts of the Apostles, for the purpose of having them copied on tapestry. In obedience to this mandate, the cartoons were produced; and as the artist never dreamt of their being preserved after having served the office for which they were painted, he thought it sufficient to execute them on a sort of pasteboard, called in Italian *cartoni*, and hence our English word cartoon. As soon as these cartoons were finished they were sent to Brussels, and the best workmen employed in the manufacturing of the tapestry, of which two sets only were made, of the first class, wove with gold and silver. These cost 60,000 dollars. As soon as these tapestries were completed the cartoons remained neglected at Brussels, till they were purchased by Rubens for Charles I.; and, in a dilapidated state, they were brought to England, for they had been cut to pieces to facilitate the work of the weavers. In the reign of King William III. the pieces were put together in the most careful manner, and a gallery was built at Hampton Court for their reception, where, after one or two removes, they are now finally deposited.

It is curious to remark, that in the appraisement made by order of the House of Commons, those very cartoons were valued at only £300, while a Madona by Raphael was valued at and sold for £2000, a Sleeping Venus by Correggio at £1000, the Nine Triumphs of Cæsar by Mantegna at £1000, the Twelve Emperors by Titian at £1200, and Eleven ditto by Giulio Romano at £1100. The entire magnificent collection of pictures, statues, chasings, carvings, prints, &c. only amounted to £49,908 2s. 6d.; although it contained no less than 17 by Raphael, 11 by Correggio, 23 by Titian, 16 by Giulio Romano, 7 by Tintoretto, and an immense number of other pictures, many of which now form the chief gems in the continental collections.—*Literary Gaz.*

Corregio. The admirable Corregio, which has just been secured for, and placed in, our national gallery, at the expense of £3,800, is a picture above all price. This perfect specimen of the master, one of the very few of his works which can be authenticated, belonged to the King of Spain; but was taken away by the Prince of the Peace at the beginning of the revolution. From Spain it found its way to Rome in the possession of Mr. Wallace; and about twenty years ago was in this country. It afterwards got to Paris, and was the property of Pelletier, the banker, at whose sale it was finally obtained to adorn the national gallery of England. It is a little picture, not larger than an ordinary window pane; in that small compass lie all the choicest treasures of art. The subject is the Holy Family: the Virgin and Child in the foreground, and Joseph in the distance. It is impossible to do justice to this exquisite production by language. The pencilling combines lightness and force;—the colouring, sweetness, purity, and harmony;—the drapery is grand, and imposes on the mind as if the figures were of the heroic class;—the expression of the Virgin is exquisitely fine, and the child is at once noble in form and charmingly natural. The gradation of the aerial tints is another of the extraordinary merits of this production, which will remain, we trust for ever, to enrich that royal collection to which it has been added, and stand as a test of the works of the unrivalled master from whom it proceeded.—*Literary Gaz.*

No. 441.

PRINCIPAL COLLECTIONS OF PICTURES IN ENGLAND, viz.:—

The National (late the Angerstein) Gallery.

The Marquis of Stafford's Gallery.

The Royal Gallery at Windsor Castle.

— at Hampton Court.

Lord Egremont's Gallery at Petworth.

The late Fonthill Gallery.

Knowle Park (the Duchess of Dorset's).

The Titian Gallery at Blenheim.

The

PICTURES.

COLLECTIONS, *continued, viz.*

The Dulwich Gallery.

The Collection of Paul Methuen, Esq. of Corsham-House, Wilts.

The Collection of P. J. Miles, Esq. of Leigh Court, near Bristol.

The Collection of Daniel Acraman, Esq. of Bristol.

Mr. Mathews's Theatrical Gallery.

Mr. Pope (the compiler of this work) has himself a pleasing Collection of Pictures, of between 60 and 70 in number, chiefly of the Dutch and Flemish schools.

It may not be uninteresting, in the history of pictures, to notice the money paid for three of the most celebrated collections known in this country:—

1779, The Houghton, 232 pictures.....£40,555

1798, The Orleans, 296 pictures 43,500

1824, The Angerstein, 38 pictures..... 57,000

In the Houghton collection, "The Consultation of the Doctors," by Guido, was valued at £3,500. "Holy Family," by Vandyck, £1,600. "Magdalen at Christ's feet," by Rubens, £1,600. "Cook's Shop," by Teniers, £500.

Mr. Angerstein gave £4,600 for the Sebastiano del Piombo, and £1,600 for the Emperor Theodosius by Vandyck.—*Ed.*

Further information on the subject of pictures may be found in the following publications, *viz.*

*Pilkington's Dictionary of Painters.**Memoirs of Painting*, by Buchanan.*British Galleries of Painting and Sculpture*, by Westmacott.*British Galleries of Art.*

List of several of the most eminent Painters of the Old School, with a Scale of their different Merits; found among the Papers of a distinguished Artist lately deceased.

The letters at the top of the figure columns denote—

A—Composition.

C—Colouring.

B—Design.

D—Expression.

SCHOOL.	NAME.	A	B	C	D
Lom.	Albano, born 1578, died 1660	14	14	10	6
Flem.	Albert Durer, b. 1471, d. 1528	8	10	10	8
Rom.	Andrea del Sarto, b. 1471, d. 1520	12	16	9	8
Rom.	Baroccio, b. 1528, d. 1612	14	15	6	10
Ven.	James Bassano, b. 1554, d. 1613.....	6	8	17	0
Ven.	John Bellini, b. 1422, d. 1512	4	6	14	0
Fr.	Bourdon, b. 1616, d. 1671	10	8	8	4
Fr.	Le Brun, b. 1619, d. 1690	16	16	8	16
Ven.	Claude Lorraine, b. 1600, d. 1682	18	18	16	0
Lom.	Caracci, b. 1560, d. 1609	15	17	13	13
Lom.	Corregio, b. 1494, d. 1534	13	13	15	12
Rom.	Daniel de Volterra, b. 1509, d. 1566.....	12	15	5	8
Flem.	Diepenbeck, b. 1608, d. 1675	11	10	14	6
Lom.	Domenichino, b. 1581, d. 1641	15	17	9	17
Ven.	Giorgione, b. 1477, d. 1511	8	9	18	4
Lom.	Guercino, b. 1590, d. 1666	18	10	10	4
Lom.	Guido, b. 1574, d. 1642	0	13	9	12
Flem.	Holbein, b. 1498, d. 1544	9	10	16	13
Flem.	James Jordans, b. 1594, d. 1678	10	8	16	6
Flem.	Luc Giordano, b. 1629, d. 1704	13	12	9	6
Rom.	Julio Romano, b. 1492, d. 1546	15	16	4	14
Lom.	Lanfranco, b. 1581, d. 1647.....	14	13	10	5
Rom.	Leonardo da Vinci, b. 1452, d. 1520.....	15	16	4	14
Flem.	Lucas of Leyden, b. 1494, d. 1533	8	6	6	4
Rom.	Michael Angelo Buonarotti, b. 1474, d. 1563.....	8	17	4	8
Lom.	Michael de Caravaggio, b. 1569, d. 1609.....	6	6	16	0
Ven.	Mutians, b. 1528, d. 1589	6	8	15	4
Flem.	Otho Venius, b. 1556, d. 1634	13	14	10	10

Ven.

LIST, continued, viz.

SCHOOL.	NAME.	A	B	C	D
Ven.	Palma the elder, b. 1460, d. 1556.....	5	6	16	0
Ven.	Palma the Younger, b. 1544, d. 1628	12	9	14	6
Rom.	Parmigeano, b. 1504, d. 1540	10	15	6	6
Ven.	Paul Veronese, b. 1532, d. 1588	15	10	16	3
Rom.	Perrin del Vaga, b. 1500, d. 1547	15	16	7	6
Rom.	Pietro de Cortona, b. 1596, d. 1669.....	16	14	12	6
Rom.	Pietro Perugino, b. 1446, d. 1524	4	12	10	4
Rom.	Polidore de Caravaggio, b. 1495, d. 1543.....	10	17	0	15
Ven.	Pordenone, b. 1484, d. 1540.....	8	14	17	5
Fr.	Pousin, Nich. b. 1594, d. 1665	15	17	6	15
Rom.	Primaticcio, b. 1490, d. 1570	15	14	6	10
Rom.	Raphael, b. 1483, d. 1520	17	18	12	18
Flem.	Rembrandt, b. 1606, d. 1674	15	6	17	12
Flem.	Rubens, b. 1577, d. 1640.....	18	13	17	17
Rom.	Salviati, Fra. b. 1510, d. 1563.....	13	15	8	8
Fr.	Le Sueur, b. 1. 1617, d. 1665.....	15	15	4	15
Flem.	Teniers, b. 1582, d. 1649.....	15	12	13	6
Rom.	Pietro Testa, b. 1611, d. 1650	11	15	0	6
Ven.	Tintoret, b. 1512, d. 1594	15	14	16	4
Ven.	Titian, b. 1477, d. 1576	12	15	8	6
Flem.	Vandyck, b. 1599, d. 1641	15	10	17	13
Rom.	Vannius, b. 1563, d. 1609.....	13	15	12	13
Rom.	Zucchiro Taddeo, b. 1529, d. 1556.....	13	14	10	9

(Tegg's Chronology.)

PIMENTO, the produce of any British possession, the lb.

Duty 0 0 5

By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

———— the produce of any other place, the lb... Duty 0 1 3

Pimento, better known by the name of *Allspice*.—*Ed.*

The pimento tree grows spontaneously, and in great abundance, in many parts of Jamaica, but more particularly on hilly situations near the sea, on the northern side of that island, where they form the most delicious groves that can possibly be imagined, filling the air with fragrance, and giving reality, though in a very distant part of the globe, to our great poet's description of those balmy gales which convey to the delighted voyager

“Sabeian odours from the spicy shore

Of Araby, the blest——

Cheer'd with the grateful smell old ocean smiles.”

This tree is purely a child of nature, and seems to mock all the labours of man, in his endeavours to extend or improve its growth; not one attempt in fifty to propagate the young plants, or raise them from the seeds, in parts of the country where it is not found growing spontaneously, having succeeded. Soon after the trees are in blossom, the berries become fit for gathering.—*Edwards.*

PINK ROOT, the lb..... Duty 0 0 10
Drawback 0 0 6

Is produced in America, and is used medicinally.—*Ed.*

PITCH, the cwt..... Duty 0 0 10
———— the produce of any British possession, the cwt.

Duty 0 0 9

———— Burgundy Pitch, the cwt..... Duty 0 14 3

———— Jews' Pitch. See Bitumen Judaicum.

Pitch, being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109. [See next Act.]

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By 7 and 8 Geo. 4. c. 56. § 16. from and after Jan. 1, 1828, so much of such act as restricts, in manner before mentioned, the importation of pitch, being the produce of Europe, *is repealed*.

Pitch imported in foreign ships shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

A tenacious oily substance, drawn chiefly from pines and firs, and used in ship-ping, medicine, and various arts; or it is more properly tar inspissated by boiling it over a slow fire.—*Ency. Britan.*

Genuine Burgundy Pitch is the produce of the *pinus abies* obtained by incision through the bark. When genuine, it has a very peculiar odour.—*Brande.*

In vol. 1. of the 'Transactions of the Geological Society is an account of the Pitch-lake of the island of Trinidad. Dr. Nugent, who had himself an opportunity of visiting this singular spot, tells us, that, on approaching it, he perceived a strong sulphureous and pitchy smell, like that of burning coal. The main body may, perhaps, be estimated at three miles in circumference; the depth cannot be ascertained. A bit of the pitch, held at a candle, melts like sealing wax, and burns with a light flame, which is extinguished whenever it is removed; and on cooling, the bitumen hardens again. From this it is evident, that it may be converted to many useful purposes; and it is universally used in the country whenever pitch is required. The reports of the naval officers who have tried it are extremely favourable. It only requires to be prepared with a proportion of oil, tallow, or common tar, to give it a sufficient degree of fluidity. In this point of view it is an object of great national importance, especially to a maritime power like Britain.—*Edinburgh Review.*

PLANT, Shrubs, and Trees, *alive* Duty *Free*.
These are so numerous, that a description of them here is quite out of the question.—*Ed.*

PLASTER of PARIS, the cwt. Duty 0 1 0

Plaster of Paris, a preparation of several species of gypsum, dug near Mount Martre, a village in the neighbourhood of Paris; whence the name. The best sort is hard, white, shining, and marbly; known by the name of plaster-stone or parget of Mount Martre. Plaster of Paris is used as a manure in Pennsylvania, as we find mentioned in a letter from a gentleman in that country inserted in the 5th volume of the Bath Society papers.—*Ency. Britan.*

PLATE, battered, fit only to be re-manufactured. See Bullion.

———— of Gold, the oz. troy	Duty 3 16 9
———— of Silver gilt, the oz. troy	Duty 0 6 4
..... part gilt, the oz. troy	Duty 0 6 0
..... ungilt, the oz. troy	Duty 0 4 6

The articles mentioned under this head are so common in the house of every gentleman, as to render any explanation of their nature or uses here quite superfluous.—*Ed.*

PLATINA, the oz.	Duty 0 1 0
———— Ore of, the £100 value	Duty 5 0 0

Platina is a metallic substance, the name of which has an allusion to its colour. It is a diminutive of plata, and signifies "little silver."—*Ency. Britan*

PLATTING, or other manufactures to be used in or proper
for making hats or bonnets, *viz.*

———— of Bast, Chip, Cane, or Horse-hair, the lb.	Duty 1 0 0
———— of Straw, the lb.	Duty 0 17 0

Platting is made of cane, straw, or chip, woven or platted into pieces for making hats or bonnets. By far the best is that brought from Leghorn, from which place it takes its name. Substitutes for this, however, of British manufacture, have lately been introduced, and with much success.

In bleaching, the quantity of acid put into the water ought to be in the same proportion

PRI

proportion as that used by hatters. There are several persons engaged in the manufacture of English Leghorn from wheat straw.—*Ed.*

PLUMS, dried, the lb. Duty 0 1 3

For a description of plums, see Prunes.

POLISHING RUSHES, the £100 value Duty 20 0 0

Polishing Rushes, or Dutch Rushes, are used by turners and cabinet-makers, for polishing hard woods.—*Ed.*

————— Stones. See Stones.

POMATUM, the £100 value Duty 30 0 0

This well-known article is occasionally brought from France. *Le Pomade Francois* is by many thought to excel the English. It is, however, an old *ruse* to give an English article a foreign name.—*Ed.*

POMEGRANATES, the 1,000. Duty 1 10 0

These plants grow naturally in Spain, Portugal, Italy, and Mauritania. There are also many of them in the West Indies, but they are supposed to have been transplanted there from Europe. They are so much improved there, as to be much preferable to any in Europe, the fruit being larger and finer flavoured. The balaustia of the shops is the empalement of the flower of the double flowering pomegranate.—*Miller.*

————— Peels of, the cwt. Duty 0 15 0

Peels of Pomegranates are used chiefly for medicinal purposes.—*Ed.*

POPPIES' HEADS. See Capita Papaverum.

PORCELAIN. See China Ware.

PORTUGAL. For convention of commerce and various regulations connected with duties and drawbacks, see PORTUGAL, in PART 6.

POTATOES, the cwt. Duty 0 2 0

Potatoes, it is generally thought, came originally from North America, where they were not reckoned good for food. They were first (we are told) introduced into Ireland in the year 1565, and thence into England by a vessel wrecked on the western coast, called North Meols, in Lancashire, a place and soil even now famous for producing this vegetable in great perfection. It was 40 years after their introduction, however, before they were much cultivated about London; and then they were considered as rarities, without any conception of the utility that might arise from bringing them into common use.—*Ency. Britan.*

POTS, *viz.* Melting Pots for goldsmiths, the 100 Duty 0 3 2

————— of Stone, the £100 value. Duty 30 0 0

The names of these sufficiently indicate their uses.—*Ed.*

POWDER, *viz.* Hair Powder, the cwt. Duty 9 15 0

..... Perfumed, or Perfumed Dust, the cwt. Duty 13 13 0

————— Powder not otherwise enumerated, that will serve for the same uses as starch, the cwt.

Duty 9 10 0

The articles mentioned under this title are too generally known to require explanation.—*Ed.*

PRECIOUS STONES. See Jewels.

PRINTS and DRAWINGS, plain, each Duty 0 0 1

————— coloured, each Duty 0 0 2

A Print is the copy of a painting in the printed state; and the engraving is that which is produced by an engraver; but every print is not an engraving; for the picture may be printed off from something beside an engraving, as in the case of wood cuts.—*Crabb.*

PRINTS.

Lithography, or engraving on stone, has latterly been brought to great perfection.—*Ed.*

Albert Durer, Goltzius, and Rembrandt, among the Dutch and Germans; Parmigiano and Della Bella amongst the Italians, and Callot amongst the French, have published many prints, the subjects of which, there is great reason to suppose, were never painted. These prints may therefore be considered as original pictures of those masters, deficient only in those particulars in which a print must necessarily be inferior to a painting.—*Ency. Britan.*

Drawing means literally a representation or delineation. In the common acceptation, drawings are understood to be likenesses of persons, or views of places, &c. Many young people of the present day excel in the art, and it is now considered a branch of polite education.—*Ed.*

Certain Prints not to be Imported. Every person who shall invent and design, engrave, etch, or work in mezzotinto or chiaro oscuro, any historical or other print, shall have the sole right and liberty of printing and re-printing the same for the term of 14 years, to commence from the day of the first publishing thereof, which shall be truly engraved with the name of the proprietor on each plate, and printed on every such print: and if any person whatsoever, within the time limited by this act, shall engrave, etch, or work as aforesaid, or in any other manner copy and sell, in the whole or in part, by varying, adding to, or diminishing from the main design, or shall print, re-print, or import for sale, any such print or any part thereof, without the consent of the proprietor thereof first obtained in writing, signed by him in the presence of two or more credible witnesses; or knowing the same to be so printed or re-printed without the consent of the proprietor, shall publish, sell, or expose to sale, or otherwise dispose of, any such print, without such consent first obtained, then such offender shall forfeit the plate on which such print shall be copied, and every sheet (being part of, or whereon such print shall be so copied or printed), to the proprietor of such original print, who shall forthwith destroy and damask the same; and further, every such offender shall forfeit 5*s.* for every print which shall be found in his custody, either printed or published, and exposed to sale, or otherwise disposed of contrary to this act. 8 Geo. 2. c. 13. § 1.

Proviso. It shall be lawful for any person, who shall hereafter purchase any plates for printing from the original proprietors thereof, to print and re-print from the said plates, without incurring any of the penalties before mentioned. § 2.

Prosecutions. If any action be commenced against any person for doing any thing in pursuance of this act, the same shall be brought within three months after so doing. § 3.

Actions. If any action be commenced against any person for any offence committed against this act, the same shall be brought within three months after the discovery of every such offence, and not afterwards. § 4.

Prints from Pictures, &c. Every person who shall invent or design, engrave, etch, or work in mezzotinto or chiaro oscuro, or from his own work, design, or invention, shall cause to be so designed, &c. any print whatsoever, shall have the benefit and protection of the preceding act and this act, under the restrictions hereinafter mentioned. 7 Geo. 3. c. 38. § 1.

Every person who shall engrave, etch, or work in mezzotinto or chiaro oscuro, any picture, drawing, model, or sculpture, either ancient or modern,

PRINTS.

dern, shall have the benefit of the said act and this act, for the term hereinafter mentioned, in like manner as if such print had been graved or drawn from the original design of such graver, etcher, or draftsman; and if any person shall engrave, print, and publish, or import *for sale*, any copy of any such print, contrary to this and the said act, every such person shall be liable to the penalties in the said act. § 2.

Prosecution. The party prosecuting shall commence his prosecution within six calendar months after the offence committed. § 6.

How long Right in Proprietors. The sole right and liberty of printing and re-printing, intended to be secured and protected by the said act and this act, shall be extended in the respective proprietors, for 28 years, to commence from the day of the first publishing of any of the works respectively hereinbefore and in the former act mentioned. § 7.

Limitation of Actions. If any action be commenced against any person for doing any thing in pursuance of this act, the same shall be brought within six calendar months after the fact committed. § 8.

Copies of Prints. If any person shall within the time limited by the aforesaid acts, engrave, etch, or work, &c. or in any other manner copy, in the whole or in part, by varying, adding to, or diminishing from, the main design, or shall print, re-print, or import for sale, or shall publish, sell, or otherwise dispose of, any copy of any print whatsoever, which hath been, or shall be, engraved, etched, drawn, or designed, in Great Britain, without the express consent of the proprietor thereof first obtained in writing, signed by him, with his own hand, in the presence of, and attested by, two or more credible witnesses, then every such proprietor may, by a special action upon the case to be brought against the person so offending, recover such damages as a jury on the trial of such action, or on the execution of a writ of inquiry thereon, shall give or assess, together with double costs of suit. 17 Geo. 3. c. 57.

West against Francis.—Wednesday, May 15, 1822.

Declaration stated, that the plaintiff was the proprietor of seven prints therein described, and that he was entitled to the sole right and liberty of printing and re-printing the same; yet, that the defendant published, sold, and disposed of 500 copies of each of the said prints, without the consent of the plaintiff in writing. The second count stated, that the defendant wrongfully sold and disposed of 500 copies of the said prints, being respectively copies in part of such prints, by small variations from the main designs. The third count charged, that a person, whose name to the plaintiff is yet unknown, did copy 500 of the said prints, by varying from the main designs thereof, without the express consent of the plaintiff; and that the defendant sold and disposed of 500 copies of the said prints so unlawfully copied. Plea, not guilty. At the trial before Abbott, C. J. at the Middlesex sittings after last Trinity term, it appeared, that the plaintiff was the proprietor of the prints described in the declaration; and that the defendant, who was a print-seller, had sold copies of the same, all varying from the original in some respect,

but preserving generally the design of the original. There was no evidence to show that the defendant knew the prints he sold to be copied from the plaintiff's prints. It was objected for the defendant, that the action was not maintainable under the 17 Geo. 3. c. 57. for merely selling a varied copy of a print. The Lord Chief Justice reserved the point, and the plaintiff having obtained a verdict, a rule nisi was obtained in last Michaelmas term for entering a non-suit. And now,

ABBOTT, C. J. This act of parliament was intended to preserve to artists the property of their works. The question is, what is the meaning of the word "copy" of a print. Now, in common parlance, there may be a copy of a print where there exists small variations from the original; and the question is, whether the words are used in that popular sense in this act of parliament. That is to be collected from looking at the whole clause, by which it is provided, that if any one shall engrave, &c. or in any other manner copy, in the whole or in part, by varying, adding to, or diminishing from, the

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main design, or shall print or re-print, or import for sale, or publish, sell, or otherwise dispose of any copy of any print, he shall be liable to an action. Now, if the selling of a copy with colourable variations is not within the act of parliament, the printing or importing for sale such copies will not be prohibited. The whole must be taken as one sentence; and the sale of any copy of a print, although there may be some

colourable alteration, is within the act of parliament. The case of *Gahagan against Cooper* proceeded upon a different act of parliament. In this case, I am satisfied, the verdict is right; and, therefore, this rule must be discharged.

BAYLEY J., HOLROYD J., and Best J., concurred in this opinion. Rule discharged.

BARNEWALL and ALDERSON's Reports, E. T. 1822.

PROVISIONS, *viz.* Beef, salted, the cwt. [7 and 8 Geo. 4. c. 56] Duty 0 12 0
As to exporting from Warehouse, see p. 433.

————— Pork, salted (not being Hams or Bacon), the cwt.
[7 and 8 Geo. 4. c. 56] Duty 0 12 0

As to exporting from Warehouse, see p. 433.

Lamb and Mutton prohibited to be imported on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

By 7 Geo. 4. c. 48. § 6. so much of the preceding act as prohibited the importation of beef and pork, to be warehoused for exportation only, is *repealed*.

By 7 and 8 Geo. 4. c. 56. § 3. so much of the foregoing act of 6 Geo. 4. as prohibits the importation of Beef or Pork salted, not being Beef or Pork commonly called *Corned Beef* or *Pork*, and also so much of the said act as prohibits the importation of Beef, Lamb, Mutton, or Pork, from the Isle of Man, being the produce of that Island, is *repealed*.

PRUNELLOES, the lb. Duty 0 1 3

A superior kind of Prunes. See the next Article.

PRUNES, the cwt. Duty 1 7 6

Prunes are dried plums. They are imported from the continent of Europe, chiefly from France, and are used in desserts, and also medicinally. They form a considerable branch of traffic.—*Ed.*

Prunes being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Prunes, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

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QUASSIA, the cwt. Duty 8 17 6

This wood is imported in billets from the West Indies. It has a pure but intense bitter taste, which it readily imparts to water.—*Brande.*

————— Extract, or Preparation of. See Extract.

QUERN STONES. See Stones.

QUICKSILVER, the lb. Duty 0 0 6
Drawback 0 0 3

For the description of Quicksilver, See Mercury.

QUILLS, *viz.* Goose Quills, the 1,000 Duty 0 2 6

————— Swan Quills, the 1,000 Duty 0 12 0

Quills are the large feathers taken out of the end of the wing of a goose, crow, &c. They are denominated from the order in which they are fixed in the wing; the second and third quills being the best for writing, as they have the largest and roundest barrels. Crow quills are chiefly used for drawing.—*Ency. Britan.*

Considerable quantities of quills are brought from Holland and Germany, though the best are those produced in Van Dieman's Land.—*Ed.*

QUINCES, the 100. Duty 0 4 0

A description of fruit not unlike the pear, but chiefly used in pastry and preserves. The Portugal quince is the most esteemed.—*Ed.*

QUININE, Sulphate of, the oz. [7 Geo. 4. c. 48.] Duty 0 0 1

Sulphates are the definitive compounds of sulphuric acid with the salifiable bases.—*Ure.*

Pharmaceutical chemists have long endeavoured to ascertain the nature of the active principle of bark; to determine whether any distinct substance exists in it

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to which its virtues are to be ascribed. Upon this subject, a variety of speculations have been from time to time published; but it is only very lately that the discovery has been made by Messrs. Pelletier and Caventou, who have detected in *cinchona lancifolia* a peculiar crystallisable and salifiable substance, which may be called *cinchonina*.—*Brande*.

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RADIX, Contrayervæ, the lb.	Duty	0	1	8
	Drawback	0	1	1

The root of the *Dorstenia Contrajerva*.—*Contrajerva Root*.—This root is imported from South America and the West Indies, where it might safely remain without any loss to medicine.—*Brande*.

Enulæ Campanæ, the cwt.	Duty	0	13	6
	Drawback	0	9	0

Enulæ Campanæ is used in medicine both for the human species and for horses. It is produced in Great Britain, and it is doubtful whether any be imported.—*Ed*.

Eringii, the lb.	Duty	0	0	6
	Drawback	0	0	4

This root is also produced here, and is occasionally used in medicine and preserves.—*Ed*.

Ipecacuanhæ, the lb.	Duty	0	4	0
	Drawback	0	2	8

Radix Ipecacuanhæ is the produce of South America. Several varieties of it are occasionally met with, but that which is preferred is imported in bales from Rio Janeiro; it is in short wrinkled pieces, covered with a grey-brown epidermis, and having a central woody fibre, surrounded by a pale grey cortical part, which breaks short and resinous, and in which its virtues reside; the larger, therefore, its relative proportion, the better.—*Brande*.

Rhatanix, the lb.	Duty	0	2	0
	Drawback	0	1	4

.... Extract or Preparation of. See Extract.

Radix Rhatanix is produced in South America, and is considered to be the root of the tree which yields the Peruvian Bark.—*Ed*.

Senekæ, the lb.	Duty	0	1	9
	Drawback	0	1	2

This plant is a North American perennial. The root is a pale brown and wrinkled, and its virtues reside in the exterior cortical portion.—*Brande*.

Serpentariæ, or Snake Root, the lb.	Duty	0	1	9
	Drawback	0	1	2

We generally call it the rattlesnake-root, and the French, from the place whence it comes, *Seneka*. The plant is a native of Virginia, Pensylvania, and Maryland. The root is perennial: the thickness of it is generally about that of a man's little finger. It is four or five inches or more in length, and is variously contorted and twisted, and divides into many branches.—*Chambers*.

RAGS, Old Rags, old Ropes, or Junk, or old Fishing Nets, fit only for making Paper or Pasteboard, the ton	Duty	0	5	0
Woollen Rags, fit only for Manure, the ton. .	Duty	0	7	6

Considerable quantities are brought from various parts of Europe.—*Ed*.

RAISINS,

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RAISINS, Denia or Lexia, the cwt.	Duty	1	0	0
	Drawback	0	18	0
———— of the Sun, the cwt.	Duty	2	2	6
	Drawback	1	18	0
———— of any other sort, the cwt.	Duty	1	2	0
	Drawback	1	0	0
———— of all sorts, the produce of any British possession, the cwt.	Duty	0	10	0
	Drawback	0	9	0

Raisins are grapes prepared by drying them in the sun or in the air, or by the heat of an oven. Of these there are various kinds: as, raisins of Damascus, thus called from the capital city of Syria, in the neighbourhood whereof they are cultivated. *Sun Raisins* are a kind of raisins brought from Spain, of a reddish or bluish colour, seeded and very agreeable to eat. There are various other sorts, denominated either from the place where they grow, or the kind of grape, &c. as raisins of Calabria, Muscadine raisins, &c. The common raisins are the fruit of several species of grape, which are better or worse, according as they have been more or less carefully cured. The raisins of the sun, or jar-raisins, so called, because they are imported in jars, are all dried by the heat of the sun. The common way for drying grapes for raisins is to tie two or three bunches of them firmly together.—*Chambers.*

The usual sorts of raisins imported may be thus classed, viz. sun raisins (including muscatels, bloom or jar raisins), Belvidere, Denia, Valentia, Faro, Lexia, Sultana (a very small sort, of a yellow colour), Lipari, Smyrna, and Malaga.—*Ed.*

Raisins being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See page 1.

No abatement of duties shall be made on account of any damage received by any raisins. 6 Geo. 4. c. 107. § 30.

Raisins imported in foreign ships, shall be *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

RAPE Cakes, the cwt.	Duty	0	0	2
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Rape Cakes are cakes made of rape seed, after extracting the oil therefrom. They are used for feeding cattle, and form a good manure.—*Ed.*

———— of Grapes, the ton	Duty	13	6	0
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Rape of Grapes are the vine stalks, and also the stems of the cluster dried. They are used in making vinegar.—*Ed.*

RATAFIA. See Spirits.

RED WOOD, or Guinea Wood, the ton.	Duty	0	15	0
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Red or Guinea Wood is imported from the coasts of Guinea, and is used chiefly in dyeing.—*Ed.*

RENNET, the gallon	Duty	0	0	6
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The gastric juice and contents of the stomach of calves. It is commonly used in turning milk into curd.—*Crabb.*

RESINA JALAPPÆ, the lb.	Duty	0	6	9
	Drawback	0	4	6

Resina Jalappæ is extracted from the root of the *Convolvulus Jalapa*, a plant which grows in the West Indies and South America. Its properties are medicinal.—*Ed.*

RHATANY ROOT. See *Radix Rhatanæ*.

RHINEHURST,

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RHINEHURST, the cwt.	Duty	0	14	3
	Drawback	0	9	6
A white resin imported from the Low Countries.— <i>Ed.</i>				
RHUBARB, the lb.	Duty	0	4	0
	Drawback	0	2	8
———— imported from any British possession (a) within the limits of the East India Company's Charter, the lb. [7 Geo. 4. c. 48.]	Duty	0	2	6
———— the produce of any other British possession, (a) the lb.	Duty	0	2	6
	Drawback	0	1	8

This plant is a native of China and Tartary; the exact species of rheum, with the root of which we are supplied by the Chinese, seems not accurately ascertained. The varieties of Rhubarb, known in commerce under the names of Russian, Turkey, and Indian rhubarb, are all derived from one source; the finest and most perfect pieces being sold under the name of Russian and Turkey rhubarb, and the inferior ones as East Indian. In selecting rhubarb for the Russian market, the utmost attention is paid to its soundness; and a variety of curious precautions are adopted by that government to prevent the importation of any inferior kinds. The best rhubarb is in pieces of various sizes, each of which, generally, has a hole bored through it. When cut or broken, it exhibits a mottled texture, and alternate streaks of red and grey. Its odour is peculiar, its taste nauseous, bitter, and astringent.—*Brande*

RICE, not being rough and in the husk, the cwt. ...	Duty	0	15	0
———— rough and in the husk or paddy, the bushel. ...	Duty	0	2	6
———— the produce of and imported from any British pos- session, viz:				
.... not being rough or in the husk, the cwt. Duty	0	4	0	
.... rough and in the husk or paddy, the bushel, Duty	0	0	3	
	[7 & 8 Geo. 4. c. 56.]			

This plant is greatly cultivated in most of the eastern countries, where it is the chief support of the inhabitants, and great quantities of it are brought into England and other European countries every year, where it is much esteemed for puddings, &c. Rice is the chief commodity and riches of Damietta in Egypt. Damietta sells every year 60,800 sacks of rice, the greatest part of which goes to Turkey, some to Leghorn, Marseilles, and Venice. Rice bras (says Mr. Marsden) whilst in the husk, is in India called pad-dee, and assumes a different name in each of its other various states.—*Ency. Britan.*

Considerable quantities of rice are brought also from America, chiefly from North and South Carolina. Rice is one of the staple articles of the United States.—*Ed.*

Drawback. Upon the exportation from the United Kingdom of any foreign rice or paddy, which shall have been cleaned therein, and which shall have paid the duties payable on the importation thereof under this act, there shall be allowed and paid for every hundred weight thereof a drawback equal in amount to the duty paid on every four bushels of the rough rice or paddy from which the same shall have been cleaned. 6 Geo. 4. c. 111. § 6.

Conditions. Such drawback shall be paid and allowed only upon such clean rice as shall be deposited for the purpose of exportation, within one calendar month from the day on which the duty thereon had been paid, in some warehouse (in which rice may be warehoused on importation without payment of duty), and shall there remain secured until duly shipped to be exported from such warehouse: provided that the exporter of such rice shall make oath before the collector or comptroller that the rice so warehoused for exportation was cleaned from the rough rice or paddy upon which the duties had been so paid. § 7.

(a) By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

SAG.

ROCOU. See Annatto.

ROPES, new. See Cordage.

——— old. See Rags.

ROSEWOOD, the ton [7 Geo. 4. c. 48] Duty 10 0 0

Rosewood is produced in the Canary Islands, the East Indies, China, Jamaica, and the Brazils. It takes a fine polish, and has rather a fragrant smell. It is much used by cabinet-makers, especially for drawing-room furniture, and forms elegant and costly articles.—*Ed.*

ROSIN, or Colophonia, the cwt. Duty 0 4 9

——— the produce of any British possession, the cwt. Duty 0 3 2

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

A fat, viscid, sulphureous juice, ousing either spontaneously or by incision, from several kinds of trees, particularly the pine, fir, &c. Camphor is a kind of resin. Mastic is the resin of the lentisk. The best of all the class of resins is turpentine. The coarsest is what we commonly call rosin. There are two kinds of resins, the one liquid, the other dry and hard. The first is the natural resin, as it flows from the tree; the second only differs from the first, in that it is condensed by the heat of the sun, or by that of a culinary fire.—*Chambers.*

Those vegetable substances that will dissolve in water are *gums*; those that will not dissolve and mix but with spirits or oil, are *resins*.—*Quincy.*

Rosin being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

By 7 & 8 Geo. 4. c. 56. § 16, from and after January 1, 1828, so much of such act as restricts in manner before mentioned the importation of rosin, being the produce of Europe, is *repealed*.

Rosin, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

RUBIES. See Jewels.

RUSSIA, or Muscovy. Goods of the growth, produce, or manufacture of Muscovy or Russia, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26. See RUSSIA, in PART 6.

S.

SACCHARUM SATURNI, the lb. Duty 0 0 10

Drawback 0 0 6

Saccharum Saturni, or Sugar of Lead, is sometimes imported from Germany, but the chief supply is now obtained from the British chemist. As a styptic it is useful, but otherwise it is highly dangerous.—*Ed.*

SAFFLOWER, the cwt. [7 Geo 4. c. 48] 0 2 6

Rouge is prepared from carthamus. It is used for dyeing silk of a poppy, cherry, rose, or bright orange-red.—*Ure.*

Sixteen species are natives of the South of Europe and Africa.—*Ency. Metrop.*

SAFFRON, the lb. [7 Geo. 4. c. 48] Duty 0 1 0

This is a perennial bulbous plant, probably a native of Asia. Good saffron should be of a very bright colour, not too moist, of a warm and slightly bitter taste, and a peculiar odour, remarkably adhering to the clothes.—*Ure.*

SAGO, Pearl, the cwt. Duty 1 10 0

——— Common, the cwt. Duty 0 5 0

——— Powder, the cwt. Duty 1 10 0

[7 Geo. 4. c. 48.]

Sago is a nutritive substance brought from the East Indies, of considerable use in diet as a restorative. It is produced from a species of palm-tree, growing spontaneously in the East Indies without any culture. The paste is a wholesome nourishing

SAL

nourishing food, and may be preserved for many years. The Indians eat it diluted with water, and sometimes baked or boiled. Through a principle of humanity, they reserve the finest part of this meal for the aged and infirm. A jelly is sometimes made of it, which is white and of a delicious flavour.—*Ency. Britan.*

SAILS. See Linen.

SAL Ammoniac, the lb. Duty 0 0 3

Of native sal ammoniac there are two kinds, the volcanic and conchoidal.
1. Volcanic. Colour yellowish and greyish white. It is met with at Solfaterra, Vesuvius, Ætna, &c. 2. Conchoidal. It occurs in angular pieces, and consists of, sal ammoniac 97.5, sulphate of ammonia 2.5.—*Klaproth.*

It is said to occur, along with sulphur, in beds of indurated clay or clay-slate, in the country of Bucharía.—*Jameson.*

— Gem, the cwt. Duty 0 8 0

Native muriate of soda, is a kind of rock salt, found in the East Indies; but the largest mines are those in Gallicia, in the Tyrol, in Poland, and of Castille, in Spain. The best sort is firm and clear. Boxes, beads, &c. are sometimes made of it; the inferior sorts are used in lieu of the common salt.—*Ed.*

— Limonum, the lb. Duty 0 4 9

Sal Limonum is a preparation of lemon juice, and is scarcely ever imported. Calico printers and others use it.—*Ed.*

— Prunelle, the lb. Duty 0 0 6

Sal Prunelle is nitrate of pot-ash cast into flat flakes or round balls, after fusion. It is used in medicine, and also in curing provisions.—*Ed.*

— Succini, the lb. Duty 0 3 2

Sal Succini, or salt of amber, is a purified salt, used medicinally.—*Ed.*

SALEP, or **Salop**, the lb. Duty 0 1 3
Drawback 0 0 10

Salep is the root of a species of orchis. The orchis flourishes in various parts of Europe and Asia, and grows in our country spontaneously, and in great abundance. It is much cultivated in the East, and the root of it forms a considerable part of the diet of the inhabitants of Turkey, Persia, and Syria. The salep which is brought from the eastern countries is in oval pieces, of a yellowish white colour, somewhat clear and pellucid, very hard, and almost horny, of little or no smell, in taste like gum tragacanth. Salep should be chosen clean, firm, and hard; it is very little liable either to decay, or sophistication. The people of the East are extremely fond of salep.

Salep is said to contain the greatest quantity of vegetable nourishment in the smallest bulk.—*Chambers.*

SALT Duty Free.

Salt, one of the great divisions of natural bodies. Common salt or sea salt, the name of that salt extracted from the waters of the ocean, which is used in great quantities for preserving provisions, &c. There are few countries which do not afford vast quantities of rock or fossil salt. Mines of it have long been discovered and wrought in England, Spain, Italy, Germany, Hungary, Poland, and other countries of Europe. In several parts of the world, there are huge mountains which wholly consist of fossil salt. Of this kind are two mountains in Russia, nigh Astracan; several in the kingdoms of Tunis and Algiers, in Africa, and several also in Asia; and the whole island of Ormus in the Persian gulf, almost entirely consists of fossil salt. The new world is likewise stored with treasures of this useful mineral, as well as with all other kinds of subterranean productions. Moreover, the sea affords such vast plenty of common salt, that all mankind might thence be supplied with quantities sufficient for their occasions. There are also innumerable

SALT.

innumerable springs, ponds, lakes, and rivers, impregnated with common salt, from which the inhabitants of many countries are plentifully supplied therewith. Amongst the salt mines of chief note are those of Northwich in Cheshire, Altemonte in Calabria, Halle in Tyrol, Cardona in Catalonia: also those stupendous mines at Wilieczka in Poland, and Soowar in Upper Hungary; of which see accounts in Phil. Trans. No. 61. and 413.—*Ency. Britan.*

On the Uses of Salt in Manufactures and Agriculture.

The uses of salt are numerous and important: perhaps much more so than is generally believed or understood. In the arts, manufactures, and agriculture, it holds a distinguished place among the most valuable articles employed. An idea of its consequence may be gathered from the information given to the parliament of Great Britain, by Mr. Parkes, a practical chemist, who was examined at the time when that legislative body were about to repeal the salt laws of England. The following is a list of articles in the manufacture of which salt is used. Sal Ammoniac or Muriate of Ammonia, is made in abundance from common salt, which contains 51 per cent. of muriatic acid. In the manufacture of glass, salt is largely employed; soda, which is procured from common salt, is used for plate glass; potash for flint glass; and common salt mixed with kelp, for crown glass. Oxy-muriate of Lime, and other oxy-muriatic salts employed in bleaching, are made from salt, and consume a large quantity of it in the manufacture. Spirit of Salt, or Muriatic Acid, requires large quantities of salt. Mr. Parkes consumed 20 tons yearly in the production of it; and at least 1000 tons are used for this purpose in England every year. It is used in a variety of processes in dyeing and calico printing. Glauber's Salt is made from what remains in the stills after the distillation of muriatic acid. This residuum was formerly thrown away, until a person employed it in making Glauber's salt. Epsom Salt is produced entirely from salt on the evaporation of sea-water. The brine which yields 100 tons of salt gives from four to five tons of this valuable article. Dr. Henry, the celebrated chemist of Manchester, has discovered a process of preparing it from magnesia limestone, and has reduced the price one half. It can be made still cheaper from sea water. Magnesia is made from salt brine or sea water. Crystallized Soda is also made from common salt, and it may probably supersede the importation of American or Russian pot and pearl ashes. Barilla, of an excellent quality, is made from salt. In the manufacture of Hard Soap, salt is a necessary ingredient. Corrosive Sublimate is always made from common salt. It is not only a medicine, but is used extensively in calico printing, and in other arts. Salt is always used in making corrosive sublimate: every 6lb. of quicksilver require 12lb. of salt; and in making calomel every 9lb. of quicksilver requires 16lb. of corrosive sublimate. Patent Yellow is also prepared from common salt. In the Fisheries, in salting provisions for the sea service, and for exportation, salt is largely employed. Butchers, Morocco Dressers, and Skinners, employ it in large quantities. Farmers use great quantities in making butter and cheese, and for steeping wheat to prevent smut; for which purpose it proved the best in a trial of fourteen substances, simple and compound. Bishop Watson says that in Norwich alone 3,000 tons of salt are annually sold to the farmers of that district. In Glazing Earthen Ware much salt is consumed, and is far preferable to the preparations of lead, which are liable to be dissolved by vinegar, and eaten. Salt is likewise employed by Iron Founders in metallic cements, and in rendering bar iron very malleable. It is used by Whitesmiths and Cutlers in case-hardening, in tempering files, and some other edge tools; mixed with other substances, for reducing metallic ores, assaying minerals, and rendering metals fusible, by the refiners of silver, and to prevent the oxidisation of some metals. It is used to moderate the flame of combustible bodies; and is extensively employed by the philosophical and manufacturing chemist, and by the druggist for a variety of pharmaceutical purposes. In Horticulture, salt is much used. Salt has been supposed beneficial in small quantities, by its tendency to promote putrefaction; and injurious in large proportion, because it then exerts its antiseptic powers. It has been supposed of benefit

SAR

benefit by destroying snails, grubs, and other animals in the ground. In Hindoostan and China all the land on the coast is regularly treated with sea water, and they depend solely on this management for the increase and goodness of their rice crops. In Poland, salt is extensively used in the tillage of land. Many valuable communications on the use of salt, as manure, have been made to the British Board of Agriculture. In the memoirs of the Royal Academy of Sciences at Paris, are several papers showing the great advantages resulting from the use of salt as manure, in improving land, and increasing the number of cattle. The wool of the flocks of sheep bred and brought up in the Crau is not only the finest, but bears the highest price of any in France. It is concluded, that these surprising effects are consequent upon the unlimited use of salt. In Spain, where the finest wool in the world is produced, large quantities of salt are given to the sheep; to which they attribute, in a great measure, the fineness of the wool.—*Rensselaer*.

Salt imported in Foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

Salt being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

By 7 & 8 Geo. 4. c. 56. § 16, from and after January 1, 1828, so much of such act as restricts, in manner before mentioned, the importation of salt, being the produce of Europe, is *repealed*.

SALTPETRE, the cwt. Duty 0 0 6

England is exclusively supplied with nitre from her Indian territories. It is imported from Bengal in a very impure and imperfectly crystallized state, and refined in this country by solution and crystallisation. It is an article of enormous consumption in the time of war, being an essential ingredient in gunpowder; it is also largely employed as a source of nitric acid, and for some other purposes in the arts.—*Brande*.

SANGUIS DRACONIS, the lb. Duty 0 1 8
Drawback 0 1 1

Sanguinis Draconis, or Dragon's Blood, is a brittle dark red coloured resin, imported from the East Indies. The solution imparts a beautiful red stain to hot marble.—*Ure*.

SANTA MARIA WOOD, the £100 value. Duty 20 0 0

This wood has recently been introduced into this country from Honduras, and is used by ship-builders.—*Ed*.

SAPAN WOOD, the ton. Duty 0 15 0

Sapan Wood is similar to Brazil wood, and is applied to the like purposes. It is produced in South America, Japan, and Cochin-China. It is employed not only in building, but likewise in the making of small articles, such as cabinets, boxes, &c.—*Ed*.

SARK. As to duty on goods from Sark, see Guernsey, page 94.

— For a description of the island of Sark, see PART 6.

SARSAPARILLA, the lb. Duty 0 1 3
Drawback 0 0 10

— the produce of any British possession,
the lb. Duty 0 1 0
Drawback 0 0 10

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

SCU

Several kinds of sarsaparilla root are occasionally imported from South America. That which is preferred is in long slender runners, issuing from a common stem: it is bound up in bundles of various sizes, which very frequently contain extraneous substances in their interior, or faggots of rotten and decayed roots. This variety is distinguished as Lisbon sarsaparilla; it is the produce of the Brazilian settlements of Pura and Ataranham, in South America.—*Brande*.

SASSAFRAS, the cwt. Duty 0 6 4

The wood of this tree, which is very common in most parts of North America, is yellowish and odoriferous, of a brisk, aromatic scent, somewhat resembling fennel. The natives call it Pavama; the Spaniards and French call it Cinnamon-wood; because, at the conquest of that country under Ferdinand Soto, in 1558, they imagined this to have been the true cinnamon-tree. The Lignum Sassafras, and chiefly its bark, wherein its principal virtue is supposed to reside, as it does also in the smaller twigs more than in the larger pieces, was formerly sold at an incredible price, to be used with Sarsaparilla and China-root. Choose that covered with a thick bark, reddish, and rough, of a sharp taste, and a strong aromatic smell.—*Chambers*.

SAUNDERS, Red, the ton Duty 0 12 0

White or Yellow, the lb. Duty 0 0 10

There are three different woods brought under this name from the East Indies, in large billets, and said to be the produce chiefly of the island Timor, in the Indian ocean. The yellow saunders is of a pale yellowish or brownish colour, close even grain, pleasant smell, and bitterish aromatic pungent taste. The white saunders is of a paler whitish colour; and being far weaker than the other, promises little medicinal virtue, and has been long neglected. The red saunders is of a dull red, almost blackish colour on the outside, and deep brighter red within; its fibres are occasionally curled, as in knots.—*Chambers*.

SAUSAGES or PUDDINGS, the lb. Duty 0 1 3

The most esteemed confection of this kind is the Bologna sausage, which is much thicker than the common one, and is made with much success in some cities in Italy, particularly Bologna, Venice, &c. whence great quantities are exported to other places.—*Chambers*.

SCALEBOARDS, the cwt. Duty 3 8 2

Scaleboards are very thin boards used in printing, and in the making of hat-boxes.—*Ed*.

SCAMMONY, the lb. Duty 0 6 4

Drawback 0 4 2

This is a common plant in Syria; its roots furnish, by incision, a milky juice, which concretes into the scammony of commerce, a substance chiefly imported from Aleppo. It occurs in very various states of purity; and an extremely inferior and evidently adulterated article is brought from Smyrna in cakes. Aleppo scammony comes into the market in packages called drums, weighing about 100lb. each: it is massive, of a black or dark grey colour externally, and, when broken, exhibiting in some parts of its interior a grey or greenish brown tint and a softer texture. It has a caseous odour, which should be strong and fresh, and it should lactify or easily rub into a milky mixture with water. Those drums which are very soft in the interior, of a pale or dirty green colour, and of a fetid or nauseous odour, or those which are black and inodorous, and which do not become superficially milky when wetted and rubbed, are of doubtful purity. It is said that a fictitious article, composed of jalap, senna, manna, gamboge, and ivory black, is sometimes sold for scammony. The colour of good scammony in powder is light greenish grey.—*Brande*.

SCILLA. See Squills.

SCULPTURES or Models first made in the United Kingdom, copies of casts of, prohibited to be imported on pain of forfeiture. 6 Geo. 4.
c. 107. § 53.

SEED,

SEED.

SEED, Acorns, the bushel Duty 0 1 0

The nut or fruit of the oak-tree. In France, as late as the year 1709, on account of a great scarcity, recurrence was had to the use of acorns for food. In Spain they have been formerly considered a delicacy, and served up as a dessert. They make one of the best substitutes for coffee when scorched brown over a slow fire. In England at this time they are principally given to poultry and hogs for fattening.—*Ency. Metrop.*

—— Ammi, or Ammois Seed, the lb. Duty 0 0 6

Ammi, or Ammois Seed, comes from Alexandria and Crete occasionally, though it is rarely imported, and is of little use.—*Ed.*

—— Aniseed, the cwt. Duty 3 0 0

The taste of aniseed is warm and sweet; it should be free from mustiness, and, when rubbed in the hands, exhales its peculiar aromatic odour. The small and more compact seed, imported from Spain, is usually preferred to the lighter and larger kind, which is the growth of this country.—*Brande.*

—— Burnet Seed, the cwt. .. Duty 1 0 0

Linnaeus reckons three, and Miller four species. The first species, or greater burnet, with oval spikes, grows naturally in moist meadows in various parts of England; the second species, with cylindric spikes, in Piedmont; the third, with round compact spikes, in Spain; and the fourth, with the longest spikes, or the greatest Canada burnet, in North America. All these sorts are hardy perennial plants, and will thrive in almost any soil or situation.—*Chambers.*

—— Canary Seed, the cwt. Duty 3 0 0

Canary seed is a well known seed, used as food for singing birds, originally procured from the Canary Islands. The chief, if not the only supply, is obtained from this country.—*Ed.*

—— Caraway Seed, the cwt. Duty 1 10 0

This well known seed is produced in Germany. It is used in medicine, in confectionary, and in cookery.—*Ed.*

—— Carrot Seed, the lb. Duty 0 0 9

The foreign carrot is produced chiefly on the borders of the Levant, and in Switzerland. The seed is sometimes brought from the isle of Candy, and is used in medicine.—*Ed.*

—— Carthamus seed, the lb. Duty 0 0 6

This is the seed of the safflower plant. See Safflower.—*Ed.*

—— Castor Seed, the lb. Duty 0 0 1

[7 and 8 Geo. 4. c. 56.]

Castor seed is indigenous in the East and West Indies, and in the warm parts of Europe. The oil is thought to be more effectually extracted from the seed in this country, than abroad.—*Ed.*

—— Cedavilla Seed. See Sabadilla Seed.

—— Clover Seed, the cwt. Duty 1 0 0

Clover seed is universally known, and is imported chiefly from France and the Netherlands.—*Ed.*

From and after January 1, 1828, Clover Seed, being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 and 8 Geo. 4. c. 56. § 17.

—— See Trefoil Seed, in Seed

—— Cole Seed, from 5th January, 1826, to 6th July 1826,
the last Duty 5 0 0

.... from and after 5th July, 1826, the last Duty 0 10 0

Cole Seed is produced from a plant of the cabbage kind. It is used in feeding cattle. The seed yields a good oil, and the refuse makes manure.—*Ed.*

—— Coriander Seed, the cwt. Duty 0 15 0

SEED.

Coriander Seed is brought from Italy and the southern parts of Europe for medical purposes.—*Ed.*

—— Cummin Seed, the cwt. Duty 1 0 0

India, Egypt, and Ethiopia, produce this seed. It is brought chiefly from Malta and Sicily, and is used in medicine.—*Ed.*

—— Fennel Seed, the lb. Duty 0 0 9

There are two sorts of the Fennel plant, the sweet and the common; the seed is chiefly brought from Germany. It is used medicinally.—*Ed.*

—— Fenugreek Seed, the cwt. Duty 0 9 6

The southern parts of Europe produce the plant from which this seed is obtained. It is used in pharmacy.—*Ed.*

—— Flax Seed, until 6th April, 1826, the bushel Duty 0 0 5

.... after 5th April, 1826, the quarter. Duty 0 1 0

The best seed is that brought from the east country, particularly from Riga, whence great quantities are imported into Scotland and Ireland, to the amount of many thousand pounds sterling per annum. The best seed is short, roundish, firm, oily, heavy, and of a shining or clear brown colour; which, though dear, repays the charges with abundance.

The Siberian perennial flax answers very well for making common strong linen; but the thread spun from this is not so fine or white as that produced from the common sort.—*Rees.*

Flax seed, in the present improved and extended state of our linen trade, is an article of much importance, and the cultivation of it in this country has been greatly recommended.—*Ed.*

Flax Seed for Crushing into Oil. All flax seed imported into Ireland for crushing into oil may be imported into Ireland in bulk or otherwise, and the same shall not be subject to any inspection or branding of the inspector of flax seed, or the payment of any fee thereon: provided that the importer thereof or his agent shall, within twenty-four hours after the landing of such flax seed, give notice in writing to the port inspector of flax seed that he intends to crush the same into oil, or to sell the same for being crushed into oil, and shall enter into security to the said inspector at the rate of twenty shillings the bushel that the said flax seed shall not be sold for sowing, but that the same shall be crushed into oil or exported out of Ireland.

6 Geo. 4. c. 122. § 43.

Not giving Notice. If any such importer or his agent shall neglect to give such notice, or shall give any false or untrue notice, or shall remove such flax seed from the place mentioned in such notice, or from the place where such flax seed shall have been landed or stored, before he shall have given such security, then every such importer or his agent shall for every such offence forfeit 20s. the bushel thereof. § 44.

—— Forest Seed, the lb. Duty 0 0 6

By this term is probably meant the seed of the forest trees, such as the oak, the elm, the ash, &c. which are commonly known.—*Ed.*

—— Garden Seed not particularly enumerated, nor otherwise charged with duty, the lb. Duty 0 0 6

The descriptions of this seed are very numerous, and generally speaking are well known.

—— Grass Seed, of all sorts, the cwt. Duty 1 0 0

Of these there are various sorts; their nature and uses are too well known to require explanation.—*Ed.*

—— Hemp Seed, the quarter. Duty 2 0 0

.... the produce of, and imported from any British possession, the quarter. Duty 0 1 0

Hemp Seed is imported for sowing, for feeding birds, and for extracting oil therefrom. Flax and hemp seed are of great importance in the manufacture of linen, which in this country is now brought to a great pitch of excellence.—*Ed.*

—— Leek Seed, the lb. Duty 0 1 6

This

This is the seed of a well-known vegetable, which is emblematical of the tutelary saint of Wales (St. David), and is accordingly worn by natives of Wales on the 1st March annually.—*Ed.*

From and after January 1, 1828, Linseed, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported.

7 and 8 Geo. 4. c. 56. § 17.

Lucerne, which is the greater upright medica, with purplish flowers, called also Burgundy hay, is frequently cultivated by our farmers in the manner of clover. It is the same plant which the ancients were so fond of under the name of medica, so called because it came originally from Media, and on the culture of which they bestowed such great care and pains.

Maw Seed is used as food for birds. It has been thought to have similar properties as the poppy seed.—*Ed.*

One sort grows naturally in India, but is now cultivated in many parts of Europe, as an esculent grain. The other grows naturally at La Vera Cruz.

The common millet was originally brought from the eastern countries, where it is still greatly cultivated; from whence we are furnished annually with this grain, which is by many persons greatly esteemed for puddings, &c.—*Chambers.*

Mustard Seed is one of the articles in common use in our gardens, for raising mustard and cress.—*Ed.*

A well-known article. The onion itself is described under that term — *Ed.*

Parsley is a very common, but nevertheless a very useful herb, known to every body. The seed of course is produced from it.—*Ed.*

There are various sorts of peas, as the garden-peas, the field-peas; and these are subdivided into various names, both foreign and domestic. They are fully described in most works on agriculture and horticulture.—*Ed.*

Piony, or Peony Seed, is produced from a European plant, and is useful in pharmacy.—*Ed.*

The quince has already been described in alphabetical order. This is the seed of it, which is occasionally used in medicine.—*Ed.*

.... from and after 5th July 1826, the last. . Duty 0 10 0

Rape Seed is similar to cole seed, already described.—*Ed.*

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From and after January 1, 1828, Rape Seed, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported.

SEED, Sabadilla, or Cevadilla Seed, the lb. Duty 0 1 0

Sabadilla, or Cevadilla Seed, is used in medicine.—*Ed.*

7 and 8 Geo. 4. c. 56. § 17.

—— Shrub or Tree Seed, not otherwise enumerated,
the lb. Duty 0 0 6

Shrub or Tree Seed. For a list of, see Abercrombie's Gardener.

—— Trefoil Seed, the cwt. Duty 1 0 0

Miller enumerates twelve, Linnæus forty species.

The species commonly cultivated in the open fields for the food of cattle are the red Dutch clover, the white Dutch clover, and the hop clover.

The common red clover is well known, though it has been sometimes confounded with the red meadow trefoil, which is a distinct species.—*Chambers.*

—— Worm Seed, the lb. Duty 0 1 6
Drawback 0 1 0

Worm seed is a hot, bitter, drying kind of seed, proper to destroy worms generated in a human body, and particularly in children. This seed is light, small, of a brownish colour, an oblong figure, a bitter taste, and a strong smell. It must be chosen new, greenish, of a sharp, bitter, aromatic taste, not a little disagreeable. The place where it is produced is Persia, about the frontiers of Muscovy. It is brought to us from Aleppo, &c.—*Chambers.*

—— All Seeds not particularly enumerated, nor otherwise charged with duty, commonly made use of for extracting oil therefrom, from 5th Jan. 1826, to 6th July, 1826, the last.
Duty 5 0 0
. from and after 5th July 1826, the last. Duty 0 10 0

—— All other Seed, not particularly enumerated, nor otherwise charged with duty, the £100 value
Duty 30 0 0

SEGARS. See Tobacco, Manufactured.

SENA, the lb. Duty 0 1 3
Drawback 0 0 10

The European market is supplied with sena leaves from Alexandria, whither they are brought from Upper Egypt: and after having been mixed and adulterated with leaves of the *cynanchum oleafolium*, or argel, and occasionally also with the leaves of bladder sena, box, and some others, they are packed in bales for exportation. It is difficult to describe the characters which should guide us in the selection and purchase of sena; among them we may enumerate a bright fresh colour, and an agreeable smell somewhat resembling that of green tea. It should not be too largely mixed with stalks, seed pods, and other extraneous matter, nor very much broken, nor very dusty.—*Brande.*

SHAVINGS FOR HATS. See Platting.

SHEEP. Prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

By 7 and 8 Geo. 4. c. 56. § 3, so much of the foregoing act of 6 Geo. 4. as prohibits the importation of sheep from the Isle of Man, being the produce of that island, is *repealed*.

SHIPS to be broken up, with their tackle, apparel, and furniture (except sails), *viz.*

SHIPS,

SILK, *continued.*

SILK.

Duty.

.... striped, figured, or brocaded the lb..	1	7	6
.... Crape, the lb.....	0	16	0
.... lisse, the lb.....	0	17	4
.... China, plain or figured, the lb.....	0	18	0
.... Velvet, plain, the lb.....	1	2	0
.... figured, the lb.....	1	7	6
.... Ribbons, <i>viz.</i>			
..... plain, the lb.....	0	15	0
..... figured, the lb.....	0	17	0
..... Satin, plain, the lb.....	0	16	0
..... figured, the lb.....	0	18	0
..... of Gauze, plain or figured, the lb..	1	11	6
..... of Velvet, plain, the lb.....	1	2	0
..... figured, the lb.....	1	7	6
.... Fancy Silk Net or Tricot, the lb... ..	1	4	0
— Stockings, <i>viz.</i>			
.... the dozen pairs (or if half stockings, the 2 dozen pairs), not being of greater weight than 9 ounces, the lb.....	4	0	0
.... the dozen pairs (or if half stockings, the 2 dozen pairs), being of greater weight than 9 ounces, and not of greater weight than 12 ounces, the lb.....	3	0	0
.... the dozen pairs (or if half stockings, the 2 dozen pairs), being of greater weight than 12 ounces, and not of greater weight than 1 pound, the lb.....	1	10	0
.... the dozen pairs (or if half stocking, the 2 dozen pairs), being of greater weight than 1 pound, and not of greater weight than 1 pound and a half, the lb.....	1	1	0
.... the dozen pairs (or if half stockings, the 2 dozen pairs), being of greater weight than 1 pound and a half, and not of greater weight than 2 pounds, the lb.....	0	16	0
.... the dozen pairs (or if half stockings the 2 dozen pairs), being of greater weight than 2 pounds, the lb.....	0	12	0
.... And further, if with figured or lace work in addition to the above rates, the lb.....	0	12	0
.... Stocking Web, the lb.....	0	12	0
— Gloves, the lb.....	0	15	0
— Plain silk lace, called net or tulle the square yard..	0	1	4
— Manufactures of Silk mixed with other materials, <i>viz.</i>			
.... Stuffs mixed with Gold Silver, or other Metals, <i>viz.</i>			
..... plain, the lb.....	1	10	0
..... figured, the lb.....	1	16	0
.... Gauze, <i>viz.</i>			
..... mixed with Gold, Silver, or other Metal, plain or figured, the lb.....	2	0	0
.... mixed with Cotton, Thread, or Worsted; <i>viz.</i>			
..... plain the lb.....	0	15	0
..... striped or figured, the lb.....	1	0	0
..... mixed also with Gold, Silver, or other Metal, plain or figured, the lb.....	1	10	0

SILK, *continued.*

SILK.

	Duty.
.... Velvets or Shags of Silk; <i>viz.</i>	2 4 0
.... mixed with Gold, Silver, or other Metal, the lb.	0 15 0
.... shot with Cotton or Thread only; <i>viz.</i>	0 18 0
.... plain, the lb.....	1 10 0
.... figured, the lb.....	1 10 0
.... mixed with Gold, Silver, or other Metal, plain or figured, the lb.....	1 10 0
.... Ribbons of Silks; <i>viz.</i>	
.... mixed with Gold, Silver, or other Metal; <i>viz.</i>	
.... plain, the lb.....	1 10 0
.... figured, the lb.....	1 16 0
.... Ribbons of Gauze, mixed with Gold, Silver, or other Metal, plain or figured, the lb.....	2 10 0
— the produce of and imported from places within the limits of the East India Company's char- ter, <i>viz.</i>	
.... Bandannoes and all other handkerchiefs, in pieces not exceeding six yards in length, the piece.....	0 6 0
.... if more than six yards in length, and not ex- ceeding seven yards in length, the piece...	0 7 0
.... and further, for every additional length not exceeding a yard.....	0 1 0
.... Taffaties and other plain or figured Silks, not otherwise described, the lb.....	0 10 0
.... Canton or China Crapes, the lb.....	0 10 0
.... if flowered or tamboured with Silk, the lb.	1 4 0
— Manufactures of Silk, or of Silk and any other ma- terial, not otherwise charged with duty, for every £100 value.....	30 0 0
.... all piecegoods, whether otherwise enumerated or not, and however imported, if entered for home use before the 5th day of January, 1827, the £100 value.....	30 0 0
— Millinery of Silk, or of which the greater part of the materials is of Silk; <i>viz.</i>	
.... Turbans or Caps, each.....	0 15 0
.... Hats or Bonnets, each.....	1 5 0
.... Dresses, each.....	2 10 0
.... OR, and at the Option of the Officers of the Customs, the £100 value.....	50 0 0
— Manufactures of Silks, or of Silk and any other material, not particularly enumerated or otherwise charged with duty, the £100 value.....	30 0 0
— Articles of Manufactures of Silk, or of Silk and any other Material, wholly or in part made up, not particularly enumerated or otherwise charged with duty, the £100 value.....	30 0 0

Restrictions. Until 10th October, 1828, the several restrictions in the following list shall be obeyed and enforced in like manner as if the same were set forth in the list, in page 18, *viz.*

SILK.

A List of Wrought Silks subject to certain Restrictions on Importation.

[7 Geo. 4. c. 53. § 2.]

Wrought Silks shall not be imported into any port other than the port of London, until after the 5th day of July, 1827 :

—— except into the port of Dublin direct from the port of Bourdeaux :

—— and except Silks the produce of and imported from places within the limits of the East India Company's Charter, into any port into which goods in general, the produce of such places, may be imported :

—— and except crape, gauze, lace, net or tulle, fancy net or tricot, millinery and dresses, imported into the port of Dover, or into any port into which goods, the produce of places within the limits of the East India Company's Charter, may be imported :

—— and except Silks imported to be warehoused for exportation only, into ports into which goods, the produce of places within the limits of the East India Company's Charter, may be imported :

Wrought Silks shall not be imported in vessels of less burthen than 70 tons, except direct from the port of Calais into the port of Dover, in vessels of 60 tons or upwards :

Wrought Silks shall not be imported unless in packages each of which shall contain at least 100 lb. weight of wrought Silk :

—— or, (being crape, gauze, lace, net or tulle, fancy net or tricot, millinery or dresses,) in packages each of which shall be of the capacity of nine cubic feet at least, and shall contain only such Silks :

—— being broad silks or ribbons, (except handkerchiefs, shawls, scarfs, net or tulle, fancy net or tricot, and except Silks the produce of and imported from places within the limits of the East India Company's Charter,) shall not be imported for home use, unless in pieces, or half pieces, of the respective lengths herein-after mentioned ; (that is to say),

—— Broad Silks, in pieces not less than sixty yards in length, nor more than 66 yards in length :

—— or, (being Velvets, or Silks mixed with other materials,) in half pieces not less than 29 yards in length, nor more than 32 yards in length :

—— Ribbons, in pieces not less than 35 yards in length, nor more than 37 yards in length ; or in half pieces not less than 17 yards in length, nor more than 19 yards in length :

—— All such pieces and half pieces shall be separate and entire, and each of uniform quality throughout, and, if of broad Silks, shall be finished in the loom with ferrels or marks at each end wove in :

Wrought Silks in pieces, wound or rolled, whether on blocks or rollers, or not, shall not be imported for home use :

—— except Silks the produce of and imported from places within the limits of the East India Company's Charter.

THE following Articles, although mostly composed of Silk, shall not be subject to the Regulations or Restrictions contained in this table ; viz.

Artificial flowers and other similar imitations :

Umbrellas, parasols, fans, screens, and other articles not for dress or furniture :

Articles of materials other than Silk made up with Silk, or to which Silk is only applied by needlework or embroidery :

Stuffs, of the materials of which Silk shall not amount to one tenth part.

Wrought

SILK.

Wrought Silks warehoused before 15th March, 1826.—*Passengers' Silks worn or not.* Nothing in this act shall extend to prohibit the entering, for home use, of any wrought silks which shall have been warehoused before 15th March, 1826; nor to prevent any passenger coming into the United Kingdom from bringing with him or her, into any port, any wrought silks, in pieces which may legally be imported for home use, and any articles of silk made up, whether worn or not, although not in packages of the weight or size herein-before required, provided such pieces and such articles be *bonâ fide* for his or her own use, and not for sale, and the quantity in the whole be not more than 10lb. provided that the duty on such articles, whether worn or not, be paid, and be in all cases ascertained according to the value thereof. 7 Geo. 4. c. 53. § 3.

As to the importation of Raw Silk and Mohair Yarn, the produce of Asia, from the dominions of the Grand Signor in the Levant Seas, see p. 1—5.

For a very full and interesting account of the French Silk manufactures, see FRANCE, in PART 6.

China Silk.—The art of manufacturing silk, according to the best authorities, was communicated by the Chinese to the Persians, and from them to the Greeks. The art has been known in this empire from the remotest antiquity; and the breeding of silk-worms and making of silk was one of the employments even of the empresses in very early ages. The most beautiful silk in the whole empire is that of Tche-kiang, which is wrought by the manufactories of Nanking. From these are brought all the stuffs used by the emperor, and such as he distributes in presents to his nobility. A great number of excellent workmen are also drawn to the manufactories of Canton by the commerce with Europe and other parts of Asia. Here are manufactured ribbons, stockings, and buttons. The quantity of silk produced in China seems to be almost inexhaustible; the internal consumption alone being incredibly great, besides that which is exported in the commerce with Europe and the rest of Asia.—*Ency. Britan.*

East India Silk.—That popularly thus called is not the work of the silk-worms, but comes from a plant that produces it, in pods, much like those of the cotton-tree. The matter this pod contains is extremely white, fine, and moderately glossy; it spins easily, and is made into a kind of silk, that enters the manufacture of several Indian and Chinese stuffs.—*Ency. Britan.*

The importation into Britain of raw silk from the East Indies, has been progressively on the increase for the last few years, and is now become of such magnitude as to constitute one of the leading branches of eastern trade; should this increase continue with a proportionate improvement in quality, there can be little doubt, but that, in a short period of time, the necessity of drawing supplies from Italy (which at present casts the balance of our trade with that country, greatly to our disadvantage), will be nearly, if not altogether, removed.

The leading point which determines the value of Bengal raw silk, is the cleanliness, or, being free from knibs or knots known amongst the manufacturers by the appellation of "foul;" evenness of thread is also most essential, but silk free from foul will very rarely be uneven; and if foul, cannot be even; indeed, the terms foul and uneven in this case may be considered synonymous.

To judge if silk be clean, the best mode is to open the skein, and stand with your back to a window, so that you look down the extended silk in the same direction that the light falls; by this means you will easily perceive any foulness that exists, and a very little practice will enable any person by a mere coup d'œil to judge accurately upon this most essential quality of Bengal raw silk. The skein being well shaken should not exhibit any dust or loose ends.

The different degrees of fineness and coarseness are denoted by the letters A. B. C.—Silk of 4-5 cocons is called A. No. 1; of 6-8 cocons A. No. 2; of 8-10 cocons

SILK.

B. No. 1; of 10-12 cocons B. No. 2; of 12-14 and 16-18 cocons B. No. 3: of 18-20 cocons C. No. 1; of 20-22 cocons C. No. 2; and of 22-24 cocons, &c. C. No. 3.—All filature silk, or that which is reeled in factories, is included within the above-named letters and numbers, but silk which the natives reel by hand is much coarser, and is marked by the letters A. B. C. D. E.—It must be understood that the A. 1 silk of one district in India will importantly differ in fineness from the A. 1 silk of another district, dependent upon circumstances of climate, culture, &c. &c.; thus Bauleah filature silk is inferior in fineness to Radnagore or Cossimbazar filature silk of corresponding letters, and Commercolly filature silk exceeds these, and so on.

The value of the Bengal raw silk is by no means to be estimated by the lustre or brilliance of colour; still colour and lustre are not to be overlooked; when combined with cleanness and evenness they give an additional value to Bengal raw silk. Foul silk in the winding is continually liable to break at the knibs or knots, which renders the workmanship both unpleasant and expensive.

The demand in England for the several letters continually varies, and it seldom occurs that their value is regulated in ratio with their respective fineness.

In closing these remarks upon Bengal raw silk, we must note that the greatest care is requisite in packing it for the voyage; if loosely packed the outside skeins will rub against each other, and the silk will be cut as if by a knife. Silk in this state is of no value whatever. To prevent the possibility of friction, the bales must be packed exceedingly tight and compact. The various sizes must on no account be mixed in the same package; silk so confused will never obtain a due price.—*Asiatic Journal*.

French Silks.—It is only in the most southern provinces of France that silk is cultivated, mulberry trees planted, and worms bred. The principal places are Languedoc, Dauphiné, Provence, Avignon, Savoy, and Lyons. This last place, indeed, furnishes very few silks of its own growth; but it is the great staple whence the merchants of Paris, and the other cities, are to fetch them.

Spanish Silks.—Are all raw; and are spun, milled, &c. in England, according to the several works they are to be used in.

Sicilian Silks.—The commerce of the silks of Sicily is very considerable: and the Florentines, Genoese, and Luccese, are the people who chiefly make it.

Italian Silks.—The silks brought from Italy are partly wrought, and partly raw and unwrought. Milan, Parma, Lucca, and Modena, furnish none but the latter kind; Genoa most of the former; Bologna affords both kinds. The finest Italian wrought silk comes from Piedmont, Novi, Bergamo, and Bologna: and is imported into England from the ports of Nice, Genoa, and Leghorn.

Turkey Silks.—Are all raw. One advantage we have in the commerce of the Levant, in silks, wanting in those of Sicily, is, that the latter are confined to a particular season of the year; whereas the former are bought at all times. They are brought from Aleppo, Tripoli, Sayda, and from the isle of Cyprus, Candia, &c. But the principal place of commerce, especially for the silks of Persia, is Smyrna. The silks are brought hither in caravans.

Raw Silk.—Is that taken from the ball, without fire, and wound without any cocoon: such as is most, if not all, that is brought into England from the Levant, i. e. from Persia by the way of Turkey, from Bengal in India, and from China. The raw silk is commonly worked up into two sorts, called organzine and tram: the former is made by giving a throw or twist to each thread of raw silk singly, and then doubling two of these twisted threads together, and twisting them smartly together: this forms the warp or length of a piece when manufactured. The tram, or shoot, which makes the breadth of the piece, is formed by twisting two or more threads of raw silk slack.

Thrown or Twisted Silks.—Are such as, besides their spinning and winding, have received their milling or throwing. This they receive in a different degree, as they are passed oftener or seldomer over the mill: properly, however, throwed silks are those wherein the threads are pretty thick-throwed, and twisted several times

Waste

SILK.

Waste Silk—Or refuse in reeling, &c. is collected, carded, and spun, and called floss silk: this is doubled and thrown, and often made into a cheap sort of silk stockings, which are very strong and durable.—*Ency. Britan.*

The raw material for the silk manufacture was originally furnished almost exclusively from the southern countries of Europe, the intercourse with which was often interrupted by political events. A great change has, however, been brought about of late years. In our settlements in India, the cultivation of silk has been much extended, and great improvements have been made in its fineness and softness, so that the Bengal silk has become a sufficient substitute for the silk of Italy, for the shoot or weft of most kinds of goods, and for almost all parts of trimmings, fringes, and other inferior articles. The silk of China, by its colour and fineness, is peculiarly adapted to hosiery, and even the foreign manufacturers have now regular information of the sales of the East India Company, and draw part of the raw silk they want from this country. The regular increase in the consumption of silk is shown in the following statement, and the reader will see with satisfaction, that the proportion of the import of thrown to raw silk, has been gradually changing as the general trade has advanced.

Annual average importation of the years 1765, 1766, and 1767, deducting the quantities exported.....	Raw Silk. Thrown Silk.	
	lb.	lb.
Annual average for 1765, 1766, and 1767, deducting the quantities exported.....	352,130	363,498
Annual average for 1785, 1786, and 1787.....	547,605	337,860
Annual average for 1802, 1803, and 1804.....	967,805	384,506
Annual average for 1822, 1823, and 1824.....	2,172,401	386,691

Quarterly Review.

AN ACCOUNT of the Quantities of Raw and Thrown Silk Imported into this Country, distinguishing each, and the Countries whence imported, from 5th January 1825, to 5th January 1826, inclusive;—also, An Account of all Monies received at the Custom House, on account of the importation of Raw and Thrown Silk, distinguishing each, for the same period.

Countries from which Imported.	Quantities of Silk Imported into Great Britain, in the Year ending 5th January 1826.			
	Raw.	Thrown.	Waste.	Total.
	lb.	lb.	lb.	lb.
Russia.....	9,281	—	—	9,281
Germany.....	13,152	401	479	14,032
Belgium.....	2,515	208½	635	3,358½
France.....	799,181	168,241	86,153	1,053,575
Portugal.....	3,939	—	—	3,939
Spain and Canaries.....	34,313	34	—	34,347
Gibraltar.....	47,675	271	—	47,946
Italy.....	559,096¼	600,366	165,524	1,324,986¼
Malta.....	11,423	82	—	11,505
Ionian Islands.....	2,295½	—	—	2,295½
Turkey.....	341,107	—	—	341,107
Guernsey.....	402	—	—	402
Ireland (Foreign produce)...	2,128	—	—	2,128
East Indies and China....	1,826,507¼	769,603½	252,791	2,848,902¼
	1,027,618¼	—	8,657½	1,036,275¾
Total Quantity imported..	2,854,126	769,603½	261,448½	3,885,178
Gross Amount of Duty received	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	35,597 17 1	204,383 0 7	2,452 13 10	242,433 11 6

SKI

SILK-WORM GUT, the £100 value..... Duty 20 0 0

Silk-worm gut. A trivial article used by anglers.—*Ed.*

SKATES for sliding, the £100 value Duty 20 0 0

Skates for sliding. Most of us in the “hey day of youth” have, in learning to skate, *felt* the use of this article. What every one knows it cannot be necessary to explain. No doubt skates are made at Birmingham equal to those manufactured abroad.—*Ed.*

SKINS, FURS, PELTS, and TAILS, *viz.*

———— Badger Skins, undressed, the skin Duty 0 1 6
Drawback 0 1 4

The badger is found in all the temperate parts of Europe and of Asia. Its skin is used for pistol furniture, when dressed with the hair on; the hairs are made into brushes that are used by painters to soften their shades, and the flesh is said to make excellent bacon.—*Ency. Britan.*

———— Bear Skins, undressed, the skin Duty 0 4 6
.... undressed, imported from any British possession in America, the skin Duty 0 2 6

Common or brown bear. There is a considerable variety of colour in different individuals of this species, according to the climate it inhabits. The prevailing colour is a blackish brown, but they are sometimes seen gray, or even quite white. He is a native of almost all the northern parts of Europe and Asia, and is said to be found in some of the Indian islands, especially Ceylon.—White or Polar bear. This species is considerably larger and longer than the common bear, having been sometimes found twelve feet in length. Its body is covered with a very long, thick, white fur. It inhabits the coldest regions of the north, and is sometimes carried on floating ice as far to the southward as Newfoundland.—*Ency. Britan.*

Bear skins make a fur in great esteem, and on which depends a considerable article of commerce, being used in housings, on coach-boxes, &c. In some countries, cloaths are made of it, more especially bags wherein to keep the feet warm in severe colds. Of the skins of bears' cubs are made gloves, muffs, and the like.—*Chambers.*

———— Beaver Skins, undressed, the skin Duty 0 0 8
.... undressed, imported from any British possession in America, the skin Duty 0 0 4

Beaver, the fur or skin of an amphibious animal called the castor, or beaver, sometimes found in France, Germany, and Poland, but most abundantly in the province of Canada in North America.—*Chambers.*

Beaver skins are important articles in commerce, being used in the manufacture of hats; the short downy part of the fur which is close to the body, and covered by the long coarse hair, being employed for that purpose; but it is generally mixed with the downy fur of other animals. The black skins are esteemed the most valuable, but the general colour is a dark chesnut brown. White beavers are very rare. The Hudson's Company have at one sale sold more than 54,600 skins. They are named differently according to their quality. *Coat Beaver* is what has been worn by the Indians as coverlets. *Parchment Beaver*, because the lower side resembles parchment; and *Stage Beaver*, which is the worst, is that killed out of season, when the Indians are on journeys.—*Ency. Metrop.*

———— Calabar Skin. See Squirrel Skins.

SKINS,

SKINS.

SKINS, Calf Skins and Kip Skins in the hair, not tanned,
tawed, curried, or in any way dressed,

.... dry, the cwt.....	Duty	0	4	8
.... wet, the cwt.....	Duty	0	2	4
.... the produce of, and imported from the west coast of Africa, each skin not exceeding 7lb. weight, the cwt.....	Duty	0	2	4
.... tanned and not otherwise dressed, the lb. Duty		0	1	0

——— Calf Skins and Kip Skins, in the hair, not tanned,
tawed, curried, or in any way dressed,
the produce of and imported from any
British possession; *viz.*

.... dry, the cwt.....	Duty	0	2	4
.... wet, the cwt.....	Duty	0	1	2

[7 Geo. 4. c. 48.]

The calf is the young one of a cow, an animal too well known to need a particular description. Calves, beside their flesh, afford two sorts of commodities for trade, namely, the hide and the hair. Calf-skins, in the leather manufacture, are prepared and dressed by the tanners, skimmers, and curriers, who sell them for the use of the shoe-makers, saddlers, book-binders, and other artificers, who employ them in their several manufactures. Calf-skin dressed in sumach, denotes the skin of this animal curried black on the hair side, and dyed of an orange colour on the flesh side, by means of sumach, chiefly used in the making of belts.—*Chambers.*

——— Cat Skins, undressed, the skin Duty 0 0 6
.... undressed, imported from any British possession in America, the skin Duty 0 0 3

The common cat is found wild in several parts of the north of Europe, and is so formidable, that it may be called the European tiger. It is three or four times as large as the house cat; the head larger, and the face flatter. The tail is of a moderate length, but very thick and flat, marked with alternate bars of black and white, the end always black; the hips and hind part of the lower joints of the leg, are always black; the fur is very soft and fine. The general colour of these animals is a yellowish white, mixed with a deep gray. The domestic cat is so well known as to render a description of it unnecessary.—*Ency. Britan.*

——— Coney Skins, undressed, the 100 skins Duty 0 1 0

The rabbit or coney is a well known animal. In the wild state the colour of the fur is brown; but in a tame state it varies to a black, pied, and quite white; the eyes are of a fine red. In their wild state they inhabit the temperate and hot parts of Europe, and the hottest parts of Asia and Africa. The skins of rabbits are a great article of commerce: the fur is of great use in the hat-manufacture.—*Chambers.*

——— Deer Skins, undressed, the skin Duty 0 0 2
.... undressed, the produce of, and imported from
any British possession in America, the 100
skins Duty 0 1 0
Drawback 0 0 6
.... Indian, half dressed, the skin Duty 0 0 8
.... undressed or shaved, the skin Duty 0 0 4

SKINS.

SKINS, Deer Skins, *continued*.

In conformity with the opinion of most naturalists, we have given the two English names of Elk and Moose deer as synonymous, though it is not yet clearly ascertained whether they are not really distinct species. Its skin makes excellent tent covers and shoe leather, and the hair of its hams, which is of great length, is employed in stuffing saddles. The rein deer is found in all the northern regions of Europe, Asia, and America, particularly in Lapland, Siberia, and Greenland.—*Ency. Britan.*

SKINS, Dog Skins, in the hair, not tanned, tawed, or in any way dressed, the dozen skins..... Duty 0 0 10

The Editor of the Encyclopædia Britannica enumerates 34 species of the dog. The skin of this animal is made into leather for gloves, &c.—*Ed.*

———— Dog Fish Skins, undressed, the dozen skins.. Duty 0 5 2
 undressed, of British taking, and imported direct from Newfoundland, the dozen skins,
 Duty 0 0 1

The dog-fish is of the shark kind, of which there are two sorts, the spotted dog-fish, and the lesser spotted dog-fish.—*Crabb.*

———— Elk Skins, in the hair, not tanned, tawed, curried, or in any ways dressed, the skin Duty 0 1 0
 See Deer Skins, above.

———— Ermine Skins, undressed, the skin Duty 0 0 8
 Drawback 0 0 7

Ermine animal, float, or ermine, the creature whose skin is the ermine, so much esteemed as a fine fur. This creature is in all respects like the common weasel, and is all over of a pure snow white, except the tip of the tail, which is of as beautiful a black, and that it has a little yellowish grey about the eyes, and a mark, or spot, of the same colour, on the head, another on the shoulders, and a third near the tail. Its colour is, however, very different in degree and elegance, according to the season of the year. The skins and tails are a very valuable article of commerce, in Norway, Lapland, and Russia, and other cold countries, where they are found in prodigious numbers, and regularly change their colour in winter, becoming white. In Siberia, they burrow in the fields, and are taken in traps, baited with flesh. In Norway they are shot with blunt arrows, or taken in traps.—*Chambers.*

———— Fisher Skins, undressed, the skin Duty 0 1 0
 undressed, imported from any British possession in America, the skin Duty 0 0 6

For the description of fisher-skins, see Sable skins, they being only different names for the same article.—*Ed.*

———— Fitch Skins, undressed, the dozen skins... Duty 0 3 2
 Drawback 0 2 10

The polecat, fitchet, or founmart. The length of this animal is about 17 inches, exclusive of the tail; that of the tail six. Its shape is long and slender; the nose sharp-pointed, and the legs short. The sides are covered with hairs of two colours, the ends of which are of a blackish hue, like the other parts; the middle of a full tawney colour. Though the smell of the polecat, when alive, is rank and disagreeable, even to a proverb, yet the skin is dressed with the hair on, and used as other furs for tippets, &c., and is also sent abroad to line clothes.—*Rees.*

SKINS,

SKINS.

SKINS, Fox Skins, undressed, the skin	Duty	0	0	8
.... undressed, imported from any British possession in America, the skin.....	Duty	0	0	4
.... Tails, undressed, the £100 value	Duty	20	0	0

The fox is found in all the temperate regions of the globe ; throughout Europe, and great part of Asia ; he abounds in North America, but is scarcely met with in Africa, except in Barbary.—*Ency. Britan.*

This animal is furnished with a soft and warm fur, which in many parts of Europe is used to make muffs and fine cloths.—*Chambers.*

Goat Skins, raw or undressed, the dozen skins	Duty	0	2	10
.... tanned, the dozen skins.....	Duty	2	0	0

The ibex is supposed to have been the original stock from which the common goat has been derived. The ibex is found in several parts of Europe and Asia, chiefly in the mountainous parts of the country, especially the Carpathian and Pyrenean mountains, the Rhætian Alps, Mount Taurus, the high lands between Eastern Tartary and Siberia, and on the mountainous parts of the island of Candia.—*Ency. Britan.*

The skin is applied to various uses by glovers, &c.—*Chambers.*

Hare Skins, undressed, the 100 skins.....	Duty	0	1	0
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To describe an animal so well known as the hare would be superfluous. The fur of the hare is used for hats ; and for this purpose many thousands of their skins are imported into this country from Russia.—*Ency. Britan.*

Hurse Skins, undressed, the skin.....	Duty	0	0	6
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This skin is not mentioned in any publication whatever, as far as the compiler can learn, but he is inclined to think, that *Hurse* skins are here meant. The hurse is a fish caught in the Indian seas, and the skin is used to cover small articles, as pocket-books and the like.—*Ed.*

Kid Skins in the hair, the 100 skins	Duty	0	1	6
Drawback	0	1	4	
.... dressed, and dyed or coloured, the 100 skins				
[7 Geo. 4. c. 48.]	Duty	0	15	0

The kid is the young goat. Its skin is manufactured into gloves and shoes of a delicate kind, chiefly for the use of ladies. Kid skins are imported from France, Spain, and Italy.—*Ed.*

—— Kip Skins. See Calf Skins.

Lamb Skins, undressed, in the wool, the 100 skins				
Duty	0	1	6	
.... tanned or tawed, and dyed or coloured, the				
100 skins.....	Duty	0	15	0
[7 Geo. 4. c. 48.]				

.... dressed in oil, the 100 skins	Duty	4	0	0
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The lamb, as is well known, is the young of the sheep. The best lamb skins are brought from Astracan, Persia, and Crim Tartary. They are used in various manufactures.—*Ed.*

—— See Sheep Skins.

Leopard Skins, undressed, the skin	Duty	0	9	6
Drawback	0	9	0	

The leopard inhabits Senegal and Guinea, and spares neither man nor beast. These animals are taken by the negroes in pit-falls, covered at the top with slight hurdles,

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hurdles, on which they place a bait of flesh. The skins are valuable, and brought to Europe.—*Chambers.*

SKINS, Lion Skins, undressed, the skin Duty 0 6 0

The lion has usually been considered as the most dignified and majestic inhabitant of the forest. This animal seldom exceeds eight feet in length from nose to tail, and the tail itself usually measures about four feet. The lioness is smaller than the lion, of a whiter colour beneath, and destitute of mane. The lion is principally found in Africa, and is also met with, though by far less plentifully, in the hotter parts of Asia. His strength is so great, that it is affirmed a single stroke of his paw is sufficient to break the back of a horse; and he has been seen to carry off with apparent ease a middle-sized ox or even a buffalo.—*Ency. Britan.*

—— Martin Skins, undressed, the skin Duty 0 0 6
 undressed, imported from any British possession
 in America, the skin Duty 0 0 3
 undressed, the produce of any British possession
 within the limits of the East India Company's
 charter, the skin Duty 0 1 3
 Tails, undressed, the 100 tails Duty 0 16 3
 Drawback 0 15 6

This is an animal of a very elegant appearance. It is about 18 inches long from nose to tail, and its tail is about ten inches. It is found in most parts of Europe. The skin of the marten affords a valuable fur.—*Ency. Britan.*

—— Mink Skins, undressed, the skin Duty 0 0 4
 undressed, imported from any British possession
 in America, the skin Duty 0 0 2
 dressed, the skin Duty 0 2 0

The mink is a kind of pole cat. Its skin is so black as to become a proverb in America. The value of this skin depends much on the season in which it is taken. The tail of the mink is entirely devoid of hair.—*Ed.*

—— Mole Skins, undressed, the dozen skins Duty 0 0 6
 Drawback 0 0 5

The figure of the mole is well known. Moles are found in every part of Europe. The skin of the mole is extremely tough; its fur close set, and softer than the finest velvet, or perhaps than the fur of any other animal; it is usually black, but moles have been found spotted with white, and sometimes, though rarely, they have been seen altogether white.—*Ency. Britan.*

—— Musquash Skins, undressed, the 100 skins Duty 0 1 0

The Musquash, or musk rat, is a diminutive species of the beaver, found in North America.—*Ed.*

—— Nutria Skins, undressed, the 100 skins Duty 0 12 6

Nutria skins, it is presumed, are but rarely imported, for they are not mentioned in any publication that the compiler has examined, nor can he otherwise procure information touching them.—*Ed.*

—— Otter Skins, undressed, the skin Duty 0 1 6
 undressed, imported from any British pos-
 sion in America, the skin Duty 0 1 0

The usual length of this animal is about two feet from nose to tail, and the tail is about 16 inches long.

Otters are found in most parts of Europe.

The sea otter is chiefly valuable on account of its fur, which is thick and long,
 generally

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generally of a shining black colour, but sometimes of a silvery hue. It is hunted for its fur in Kamtschatka, and the opposite coasts of America.—*Ency. Britan.*

SKINS, Ounce Skins, undressed, the skin Duty 0 7 6

The onca of Buffon is supposed to be the lesser panther of Oppian, and the panthera of Pliny. This species inhabits Barbary, Persia, Hyrcania, and China, is used for the chase of antelopes and hares, and is as much under command as a setting dog.—*Chambers.*

——— Panther Skins, undressed, the skin Duty 0 9 6

The panther and the leopard have frequently been confounded. They are usually distinguished by the form of the spots; those on the panther having commonly a central spot in each circle, while in those of the leopard this is usually wanting. This distinction, however, by no means holds universally, and the animals are better distinguished by the general shade of colour, and by their size. The panther is of a darker colour, and larger than the leopard. After all, the distinction is by no means so strongly marked that we can always discriminate between them, and perhaps they should rather be considered as varieties of the same species. Both are found in Africa, especially about the river Senegal. It was supposed that they were to be met with in America, but this appears to be a mistake.—*Ency. Britan.*

——— Pelts of Goats, undressed, the dozen pelts .. Duty 0 3 0
 dressed, the dozen pelts Duty 0 6 0
 of all other sorts, undressed, the 100 pelts
 Duty 0 17 0

Pelts of goats are the wool plucked off the skins of dead goats.—*Ed.*

——— See Goat Skins.

——— Racoon Skins, undressed, the skin Duty 0 0 2
 undressed, imported from any British possession in America, the skin Duty 0 0 1

Racoon. The name by which we commonly know an American animal, called coati by the Brazilians. It is something smaller than the beaver, and is of the shape of the beaver in the body, and its legs are as short as in that creature. It is very common in the warm and temperate parts of America, in the mountains of Jamaica, and in the isles of Maria in the South Sea, and is a creature easily tamed. It is hunted for its skin; the fur, next to that of the beaver, being excellent for making hats.—*Chambers.*

——— Sable Skins, undressed, the skin Duty 0 8 4
 Drawback 0 7 6
 Tails or Tips of Sable, undressed, the piece
 Duty 0 1 3
 Drawback 0 1 1

The sable is very similar in its general appearance to the marten, but its fur is finer, and of a deep glossy brown; the hair being ash-coloured at the root, and black at the tips. The tail is also much shorter than in the marten. It inhabits the northern parts of Asia.

The season of hunting is from November to February; for at that time the sables are in the highest perfection. Those caught at any other time of the year are full of short hairs, and are sold at inferior prices. The best skins are such as have only long hair, which is always black, and of a glossy brightness. Old furs do not retain their gloss. Both the Russians and Chinese have a method of dyeing their furs; but the dyed sables are easily discovered, having neither the smoothness nor the brightness of the natural hair.—*Ency. Britan.*

SKINS,

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SKINS, *continued.*

Seal Skins in the hair, not tanned, tawed, or in any way dressed, the skin	Duty	0	0	3
.... of British taking, and imported directly from Newfoundland, the skin	Duty	0	0	1
.... taken in any foreign fishery by persons not being British subjects, the skin..	Duty	0	1	0

The usual length of the common seal or sea-calf, is from five to six feet. They inhabit all the European seas, and are found round all the coasts of the northern hemisphere. They are also seen in large quantities about the southern polar regions; and Mr. Pennant informs us that they even inhabit some fresh-water lakes, especially that of Baikal. Their dens or habitations are formed in hollow rocks or caverns out of the reach of the tide.

Seal skins, when dressed, are very useful in covering trunks, making waistcoats, shot pouches, and several other conveniences.—*Ency. Britan.*

Sheep Skins, undressed, in the wool, the dozen skins	Duty	0	1	0
.... tanned, or tawed, the 100 skins.....	Duty	2	0	0
.... dressed in oil, the 100 skins	Duty	4	0	0

Besides the fleece of the sheep, there is scarce any part of this animal that is not useful. The flesh is a delicate and wholesome food. The skin dressed forms different parts of our apparel, and is used for covers of books. The entrails, properly prepared and twisted, serve for strings for various musical instruments. The bones calcined form materials for tests for the refiner. The milk is thicker than that of cows, and consequently yields a greater quantity of butter and cheese. And the dung is a rich manure.

In Spain there are two kinds of sheep; the coarse-wooled sheep, which always remain in their native country, and are housed every night in winter; and the fine-wooled sheep, which are always in the open air, and travel every summer from the cool mountains of the northern parts of Spain, to feed in winter on the southern warm plains of Andalusia, Mancha, and Estramadura. Of these latter it appears, from accurate computations, that there are about five millions, and that the wool and flesh of a flock of 10,000 sheep produce yearly about twenty-four reals a-head.

Ten thousand sheep form a flock, which is divided into ten tribes, under the management of one person, who has absolute dominion over fifty shepherds and fifty dogs.—*Chambers.*

Squirrel or Calabar Skins, undressed, the 100 skins	Duty	0	11	6
..... tawed, the 100 skins	Drawback	0	10	4
..... tawed, the 100 skins	Duty	0	17	6
..... tails, undressed, the £100 value	Duty	20	0	0

The common squirrel inhabits Europe, and the northern and temperate parts of Asia, and a variety is found even as far south as the isle of Ceylon. In Sweden and Lapland it changes in winter into grey. In many parts of England, there is a beautiful variety with a milk-white tail. A white variety is found common in Siberia, and a beautiful black variety about the lake Baikal.—*Chambers.*

Swan Skins, undressed, the skin	Duty	0	1	0
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The wild swan inhabits Europe, Asia, and America, affecting chiefly the northern regions of the globe, and seldom appearing in England, except in hard winters. The Icelanders, Kamtschatkadales, and other inhabitants of the northern world, dress their skins with the down on them, sew them together, and convert them into various sorts of garments. The northern American Indians have recourse to the same expedient for clothing themselves. They likewise gather the feathers and down in large quantities, and barter or sell them.—*Ency. Britan.*

SKINS,

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SKINS, *continued.*

—— Tiger Skins, undressed, the skin	Duty	0	9	6
	Drawback	0	8	6

The tiger is the most beautiful, but most destructive of quadrupeds; is nearly equal in size to the lion, and has even been seen larger, *viz.* 15 feet long from the nose to the tip of the tail. The prevailing colour of the body is a deep tawney, or orange yellow; the face, throat, and lower part of the belly being nearly white, and the whole is traversed by numerous long black stripes, forming a bold and striking contrast with the ground colour. These stripes are proportionally smaller on the face and breast, than on the other parts of the body. The tail is shorter than the body, and is surrounded with black rings. This animal is confined to the warmer parts of Asia, and is principally found in the peninsula of India, and the Indian islands. The species extends, however, as far as China and Chinese Tartary, to the lake Ural and the Altaic mountains. The skin of this animal is much esteemed throughout the east, especially in China, where the seats of justice, on which the mandarins sit, are covered with it.—*Ency. Britan.*

—— Weasel Skins, undressed, the 100 skins	Duty	0	4	9
	Drawback	0	4	3

The weasel is a little creature, smaller than the pole-cat. Its skin is most intolerably fetid. In Norway, Sweden, Russia, and Siberia, the weasel always changes to white at the approach of winter. In Siberia it is called *lasmitska*; and the skins are sold to the Chinese for three or four rubles per hundred.—*Chambers.*

—— Wolf Skins, undressed, the skin	Duty	0	2	0
.... undressed, imported from any British possession in America, the skin	Duty	0	1	0
.... tawed, the skin	Duty	0	17	6

The wolf inhabits the continents of Europe, Asia, Africa, and America. The wolves of North America are the smallest; those of Senegal the largest and fiercest; and they prey in company with the lion. Those of the Cape are grey striped black; others are black.—*Chambers.*

—— Wolverings, undressed, the skin	Duty	0	1	0
.... undressed, imported from any British possession in America, the skin	Duty	0	0	6

The wolverine or glutton has been described as a species of bear. It is found in the northern parts of Europe and Asia, and in Hudson's Bay, and Canada. In America it is called the *beaver-eater*, because it devours those animals. The skin of the glutton is much valued in Siberia and Kamtschatka, and the fur is greatly esteemed in Europe; that of the north of Europe and Asia is much finer and of a more glossy black than that of the American kind.—*Chambers.*

—— Skins and Furs, or Pieces of Skins and Furs, raw or undressed, not particularly enumerated, nor otherwise charged with duty, the £100 value ..	Duty	20	0	0
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—— Skins and Furs, or Pieces of Skins and Furs, tanned, tawed, curried, or in any dressed, not particularly enumerated nor otherwise charged with duty, the £100 value	Duty	75	0	0
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SLATE. See Stone.

SLICK STONES. See Stone.

SMALTS, from 5th January 1826 to 6th January 1827, the lb.	Duty	0	0	8½
.... from 5th January 1827 to 6th January 1828, the lb.	Duty	0	0	7½
.... after 5th January 1828, the lb.	Duty	0	0	6

Smalt is a kind of glass of a dark blue colour, which when levigated appears of

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a most beautiful colour; and if it could be made sufficiently fine, would be an excellent succedaneum for ultramarine, as not only resisting all kinds of weather, but even the most violent fires. It is prepared by melting one part of calcined cobalt with two of flint powder, and one of potash. At the bottoms of the crucibles in which the smalt is manufactured, we generally find a regulus of a whitish colour inclined to red, and extremely brittle. This is melted afresh, and when cold separates into two parts; that at the bottom is the cobaltic regulus, which is employed to make more of the smalt; the other is bismuth.—*Ency. Britan.*

SNUFF, the lb. Duty (a) 0 6 0

Tobacco is usually the basis of snuff; other matters being only added to give it a more agreeable scent, &c. The kinds of snuff, and their several names, are infinite; and new ones are daily invented; so that it would be difficult, not to say impossible, to give a detail of them. We shall only say, that there are three principal sorts: the first granulated; the second an impalpable powder; and the third the bran, or coarse part remaining after sifting the second sort.—*Chambers.*

SOAP, hard, the cwt. Duty 4 10 0

—— soft, the cwt. Duty 3 11 3

—— the produce of any British possession in the East

Indies, *viz.* hard, the cwt. Duty 1 8 0

.... soft, the cwt. Duty 1 3 0

In general, the only soaps employed in commerce, are those of olive oil, tallow, lard, palm oil, and rosin. A species of soap can also be formed by the union of bees-wax with alkali; but this has no detergent application, being used only for painting in *encausto*.—*Ure.*

SOAPERS' WASTE, the ton Duty 0 3 2

Soapers' Waste is merely the refuse after making soap, and used for manure.—*Ed.*

SODA. See Alkali.

SPA WARE, the £100 value Duty 30 0 0

The inhabitants of Spa, a town of the Netherlands, province of Liege, adapt, like those of Tunbridge, their manufacturing industry to the taste of their visitors, and employ themselves in making boxes of painted and varnished wood, with a variety of ornaments, and fanciful articles.—*Edinburgh Gazetteer.*

SPECIMENS of such Minerals, Fossils, or Ores, which are not particularly enumerated nor otherwise charged with duty, each specimen not exceeding in weight 14 lb. Duty *Free.*

—— exceeding in weight 14 lb. each, the £100 value Duty 5 0 0

—— illustrative of Natural History, not otherwise enumerated. Duty *Free.*

Specimens of Minerals, Fossils, or Ores, are merely fragments brought to give some idea of the mass. These articles are described under MINERALS, FOSSILS, and ORES.—*Ed.*

SPECKLED WOOD, the produce of and imported from any British possession, the ton

Duty 0 16 3

—— of any other place, or if otherwise imported, the ton Duty 8 14 2

Speckled wood grows in Jamaica, and is used by cabinet-makers.—*Ed.*

(a) A petition, it is understood, is now (September, 1825,) before His Majesty's Privy Council, for reducing this duty 1s. the lb. from 5th Jan. 1826.

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SPELTRE, until 6th July 1826, the cwt.	Duty	0	14	0
———— from 5th July 1826 to 6th July 1827, the cwt.				
	Duty	0	12	0
———— after 5th July 1827, the cwt.	Duty	0	10	0

Speltre, another name for Zinc. Zinc is a metal of a bluish-white colour, somewhat brighter than lead; of considerable hardness, and so malleable as not to be broken with the hammer, though it cannot be much extended in this way. It is very easily extended by rollers of the flattening-mill. Its sp. gr. is from 6·9 to 7·2. In a temperature between 210° and 300° of F., it has so much ductility that it can be drawn into wire, as well as laminated, for which a patent has been obtained by Messrs. Hobson and Silvester of Sheffield. The zinc thus annealed and wrought retains the malleability it had acquired.—*Ure.*

Zinc is found in China, and is there used as a coin. It is also found in Europe.—*Ed.*

SPERMACETI, fine, the lb.....	Duty	0	1	6
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Spermaceiti, a whitish, unctuous flaky substance, prepared from oil, but chiefly from the brains of a species of whale called *physeter macrocephalus*. But it is certain, its greatest property, and that which makes it so much in vogue in many places, is its softening the skin. Whence it comes to be used by the ladies in pastes, washes, &c.

Spermaceiti candles are of modern manufacture.—*Ency. Britan.*

SPIKENARD, or <i>Nardus Indica</i> , the lb.....	Duty	0	2	9
	Drawback	0	1	10

Spikenard is a kind of vegetable shoot belonging to an Indian grassy-leaved plant, of which we have no particular description. The nard, as it is brought to us, is a congeries of small, tough, reddish-brown fibres, forming a bunch, or spike, about the size of a finger.

The *spica nardi* is usually reckoned in the number of roots. It is called *Nardus Indica*; because brought from the East Indies.

There is also another kind, called *Spica Celtica*, a species of valerian, growing in the Alps, from whence the shops have been generally supplied with the dried roots, consisting of a number of blackish fibres.—*Chambers.*

SPIRITS, or Strong Waters of all sorts, viz.

———— Spirits or Strong Waters of any strength, not exceeding the strength of proof by Sikes's hydrometer, and so in proportion for any greater strength than the strength of proof, and for any greater or less quantity than a gallon, viz.

.... not being Spirits or Strong Waters, the produce of any British possession in America, or any British possession within the limits of the East India Company's charter, and not being sweetened Spirits or Spirits mixed with any article, so that the degree of strength thereof cannot be exactly ascertained by such hydrometer, the gallon.	Duty	1	2	6
.... Spirits or Strong Waters, the produce of any British possession in America, not being sweetened Spirit or Spirits so mixed as aforesaid, the gallon....	Duty	0	8	6
.... Spirits or Strong Waters, the produce of any British possession within the limits of the East India Company's charter, not being sweetened Spirits or Spirits so mixed as aforesaid, the gallon....	Duty	1	0	0
.... Spirits, Cordials or Strong Waters respectively not being the produce of any British possession in America), sweetened				

SPIRITS *continued.*

SPIRITS.

or mixed with any article, so that the degree of strength (a) thereof cannot be exactly ascertained by such hydrometer, the gallon.

1 10 0

.... Spirits, Cordials, or Strong Waters respectively, being the produce of any British possession in America, sweetened or mixed with any article, so that the degree of strength (a) thereof cannot be exactly ascertained by such hydrometer, the gallon.

1 0 0

Spirits or Strong Waters mixed with any Ingredient, and although thereby coming under some other Denomination, shall nevertheless be deemed to be Spirits or Strong Waters, and be subject to Duty as such.

[7 & 8 Geo. 4. c. 56.]

———— Rum Shrub, however sweetned, the produce of and imported from any British possession in America, the gallon.

Duty 0 8 6

[7 Geo. 4. c. 48.]

Rum, the produce of the British possessions in America shall not be liable to the duty charged on sweetened spirits, unless the actual strength thereof shall exceed the strength denoted by Sykes's hydrometer by more than ten degrees per centum; and in lieu of such duty, there shall be charged upon every degree per centum more than three degrees and not more than ten degrees by which the actual strength of any such rum shall exceed the strength denoted by Sykes's hydrometer, a duty of nine shillings and sixpence: Provided, that if the importer of any such rum cannot make a perfect entry thereof for payment of the proper duty on the actual strength of the same, it shall be lawful for such importer to demand in writing upon the entry that trial be made of the actual strength of such rum, (he paying the expense of such trial), instead of entering such rum for the payment of duty upon any stated number of such excessive degrees of strength: provided also, that all trials of the actual strength of rum shall be made by some skilful person appointed by the commissioners of the customs for such purpose. 7 Geo. 4. c. 48. § 31.

Brandy being the produce of Europe shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Size of Packages. Spirits, not being perfumed or medicinal spirits: *viz.* all spirits unless in ships of 70 tons or upwards: rum of and from the British plantations, unless in casks containing not less than 20 gallons, or in cases containing not less than three dozen reputed quart bottles: all other spirits, unless in casks containing not less than 40 gallons, or in cases containing not less than three dozen reputed quart bottles: prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

Certificate of Growth. Before spirits shall be entered as being of the produce of some British possession in America, or the island of Mauritius, the master of the ship importing the same shall deliver to the collector or controller a certificate, and make oath that the goods are the produce of such place. § 35.

See this clause more fully under Sugar in this Part.

(b) By 7 Geo. 4. c. 48. § 6, so much of the above act as prohibits the importation of any spirits on account of the strength thereof is, *repealed*.

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Mode of ascertaining Strength. The same instruments, and the same tables and scales of graduation, and the same rules and methods, as the officers of the excise shall by any law in force for the time being be directed to use, adopt, and employ in trying and ascertaining the strengths and quantities of spirits made within the United Kingdom, for the purpose of computing and collecting the duties of excise payable thereon, shall be used, adopted, and employed by the officers of customs, in trying and ascertaining the strengths and quantities of spirits imported into the United Kingdom, for the purpose of computing and collecting the duties of customs payable thereon. § 119.

Alien Goods. Brandy-wine, or aqua-vitæ, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

Isle of Man. Spirits from the Isle of Man of a greater strength than one to nine over hydrometer proof; except spirits the produce of the British possessions, or of the Cape of Good Hope: prohibited to be imported into the United Kingdom, to be used therein, on pain of forfeiture: but may be warehoused for exportation. 6 Geo. 4. c. 107. § 52.

Derelict. Foreign Liquors—Derelict. See Derelict.

Arquebuse Water.—A distilled water, applied to a bruise or wound.—*Johnson.*

Hungary Water.—A distilled water prepared from the tops of flowers of rosemary, so denominated from a queen of Hungary, for whose use it was first made.—*Ency. Britan.*

Lavender Water.—What is sold under the name of Lavender Water is, with very few exceptions, not a distilled spirit, but an alcoholic solution of oil of lavender, to which other scents are occasionally added. Each manufacturer has generally his own recipe.—*Brande.*

Usquebaugh, a strong compound liquor, chiefly taken by way of dram.—*Ency. Britan.*

Arrack is an ardent spirit obtained by distillation from the external pulp of different species of palms, or from rice which has been fermented. At Goa and in Ceylon, the arrack is distilled from toddy, the fluid obtained from cocoa-nut and palmyra, by an incision near the top of the tree. At Batavia, arrack is distilled from paddy or rice in the husk. Good arrack should be clear, yellow, of a strong smell and taste, and have at least 52—54 per cent of alcohol. That made at Goa and thence rectified is the best.—*Ency. Metrop.*

Brandy, a spirituous and inflammable liquor, extracted from wine and other liquors by distillation. Wine-brandy, made in France, is esteemed the best in Europe. They make it wherever they make wine, and for that purpose use wine that is pricked rather than good wine. The chief brandies for foreign trade, and those accounted best, are the brandies of Bourdeaux, Rochelle, Cogniac, Charenton, the isle of Rhe, Orleans, the county of Blaisois, Poictou, Touraine, Anjou, Nantz, Burgundy, and Champaign.—*Ency. Britan.*

Great quantities of brandy are distilled at Bourdeaux, Rochelle, Cogniac, and in the department of the Charente, the Isle of Rhe, Orleans, Blois, Poitiers, Angiers, Tours, Nantes, Burgundy, Champagne, and Montpellier. In these districts, beside the brandy from wine, a great deal is made from cider, syrup, and molasses, in most places where there are sugar houses. A spirit resembling whiskey is also made from the fruit of the sloe-tree. The practice is of early date, and was introduced by the Italians, who also, in the year 1630, invented the well known drink of lemonade. (a)—*Morewood.*

Citron Water, a well known strong water or cordial, made of lemon and orange peel, spirit of wine, &c. mixed with water.—*Ed.*

Geneva.—Although in Holland, as in Switzerland, the quantity of grain reared is inadequate to the consumption of its inhabitants, yet there are few countries better supplied with that necessary of life. From Russia, Poland, Elbing, Koningsberg, and Flanders, are drawn those immense resources, which not only enable the

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Dutch to export large quantities, but to distil to great extent. It has been calculated, that the annual produce of spirits in the Dutch distilleries, is nothing short of 14,000,000 of gallons, 4,560,000 of which are consumed in the country. The best Geneva we now have is obtained from Holland.—*Morewood.*

Rum.—In the West Indies, we find the distillation of ardent spirits carried on to an extent not surpassed within the same limits of territory in any other quarter of the world. The time at which the manufacture commenced there is not exactly ascertained, but the first plantation of sugar-canes was established, according to Oviedo Valdes, in Hispaniola, or St. Domingo, by the Spaniards in 1520. The rapidity of the culture was such, that, in 1535, there were not less than thirty plantations on the island. The process of manufacturing sugar from the cane is too well known to require a description here; and the molasses, from which the rum is principally made, are the syrup of the sugar. The richness of flavour peculiar to this spirit, which has rendered it famous in almost all parts of the world, is supposed to be derived from the raw juice and the fragments of the sugar-cane, which are mashed and fermented with the other materials in the tun. The planters, it is said, often improve it by the addition of pine-apple juice. The average exports of rum from the principal islands, in 1787, amounted to 6,345,966 gallons.

Demerara Rum.—The rum manufactured in the colony of Demerara has, as appears from Bolingbroke, been carried to a high state of perfection, by the perseverance and skill of several scientific men, who have succeeded in causing the rum of Essequibo and Demerara to be as much in request in the American market as that of Jamaica is in England.—*Morewood.*

AN ACCOUNT of the Quantity of Brandy annually Imported into, Exported from, and retained for Home Consumption, in Great Britain, in each year since 1816; and the Average of the ten years.

Years ending 5th January.	Imported.	Exported.	Difference between the Import & Export, showing the Consumption of Great Britain, on an Average of Years.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
1817	1,103,234	295,737	807,497
1818	1,234,070	367,984	866,086
1819	1,589,111	877,410	711,701
1820	1,676,637	669,516	1,007,121
1821	2,316,453	721,576	1,594,877
1822	1,330,766	421,229	909,537
1823	1,663,652	581,410	1,082,242
1824	2,954,791	698,074	2,256,717
1825	2,527,921	768,698	1,759,223
1826	2,102,605	736,735	1,365,870
			12,360,871
Deduct for Excess of Stock in Warehouse, on 5th January 1826, as compared with the Stock on 5th January 1816			1,775,107
			10,585,764
Annual Average Consumption			1,058,576

SPIRITS.

AN ACCOUNT of the Quantity of Geneva Spirits annually Imported into, Exported from, and retained for Home Consumption, in Great Britain; from 1817 to 1825, both inclusive.

Years ending 5th January.	Imported.	Exported.	Difference between the Import & Export, showing the Consumption of Great Britain on an Average of Years.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
1817	295,067	204,732	90,335
1818	241,277	156,043	85,234
1819	415,446	272,164	143,282
1820	353,030	222,608	130,422
1821	478,008	301,466	176,542
1822	312,363	273,232	39,131
1823	352,924	253,548	99,376
1824	342,944	250,789	92,155
1825	501,169	394,319	106,850
1826	500,155	368,872	131,283
			1,094,610
Add for Deficiency of Stock in Warehouse on 5th January 1826, as compared with the Stock on 5th January 1816. }			79,405
			1,174,015
Annual Average Consumption			117,401

AN ACCOUNT of the Quantity of Rum Imported into Ireland, distinguishing the several Colonies and Countries from which the same was Imported, and the Quantity Imported from each, from 5th January 1825 to 5th January 1826.

COLONIES.	Quantities.
British West Indies:	<i>Gallons.</i>
Antigua.	18,974
Barbadoes.	58
Jamaica.	2,263
St. Vincent's.	232
Trinidad.	192
Demerara.	1,090
Total.	22,809

SPIRITS.

AN ACCOUNT of Rum annually Imported into, Exported from, and retained for Home Consumption, in Great Britain, in each Year since 1816, and the Average of the same.

Years ending 5th January.	Imported.	Exported.	Difference between the Import & Export, showing the Consumption of Great Britain on an Average of Years.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
1817	3,887,102	2,777,863	1,109,239
1818	6,355,230	3,146,233	3,208,997
1819	5,482,571	3,157,303	2,325,268
1820	6,386,514	2,397,747	3,988,767
1821	7,035,909	3,731,771	3,304,138
1822	7,127,131	3,158,050	3,969,081
1823	4,246,096	1,855,898	2,390,198
1824	4,864,741	1,863,639	3,001,102
1825	4,782,837	1,950,004	2,832,833
1826	3,945,182	1,489,677	2,455,505
Deduct for Excess of Stock in Warehouse on 5th January 1826, as compared with the Stock on 5th January 1816.			28,585,128
			739,788
			27,845,340
Annual Average Consumption			2,784,534

Note.—The Quantities include the deliveries for the use of the Navy.

AN ACCOUNT of the Quantity of Rum Imported into Great Britain, distinguishing the several Colonies and Countries from which the same was Imported, and the Quantity Imported from each, from 5th January 1825 to 5th January 1826.

COUNTRIES.	Quantities.
British Colonies and Plantations; <i>viz.</i>	<i>Gallons.</i>
Antigua.	30,491
Barbadoes.	1,277
Dominica.	14,570
Grenada.	294,945
Jamaica.	2,250,942
Montserrat.	23,075
Nevis.	5,197
St. Kitt's.	31,505
St. Lucia.	3,589
St. Vincent's.	66,530
Tobago.	388,680
Tortola.	103
Trinidad.	2,956
Bermudas.	1
	Demerara

STA

ACCOUNT, *continued.*

Demerara.	778,889
Berbice.	21,243
British North American Colonies.	17
Foreign Colonies and States in America.	5,586
Other Countries.	229

Total exclusive of Ireland.	3,919,825
Ireland.	25,350

Total from all Parts. 3,945,175

Whiskey.—A term signifying water, and applied in the highlands and islands of Scotland and in Ireland to strong water or distilled liquor. The spirit drank in the North is drawn from barley, and is said to be preferable to any English malt brandy.—*Chambers.*

It has recently been imported occasionally from the West Indies. The great distinction between rum and whiskey is, that rum is a sugar spirit, and whiskey a corn spirit.—*Ed.*

SPONGE, the lb.	Duty	0	2	0
————— the produce of any British possession, the	Drawback	0	1	4
lb.	Duty	0	0	6

By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

A soft, light, very porous, and compressible substance, readily imbibing water, and distending thereby. It is found adhering to rocks, particularly in the Mediterranean sea, about the islands of the Archipelago. It was formerly supposed to be a vegetable production, but is now classed among the zoophytes; and analyzed, it yields the same principles with animal substances in general.—*Ure.*

SQUILLS, dried, the cwt.	Duty	1	0	0
————— not dried, the cwt.	Duty	0	5	0

This bulbous root is imported from the Levant packed in wet sand; it has a nauseously bitter and very acrid flavour, and is generally cut into slices and dried for pharmaceutical use.—*Brande.*

STARCH, the cwt.	Duty	9	10	0
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Starch, a fecula or sediment, found at the bottom of vessels wherein wheat has been steeped in water, of which fecula, after separating the bran from it, by passing it through sieves, they form a kind of loaves, which being dried in the sun or an oven, is afterwards cut into little pieces, and so sold. The best starch is white, soft, and friable, and easily broken into powder. Such as require fine starch, do not content themselves, like the starchmen, with refuse wheat, but use the finest grain. A patent was granted in 1796 to Lord William Murray for his discovery of a method by which starch may be extracted from horse-chesnuts.—*Ency. Britan.*

To distinguish starch when in flour from flour, observe the following method, viz. Put it into a tumbler of water; if starch, it will sink to the bottom and form a hard substance; if flour, it will turn into paste, and may be drawn into a kind of string like dough. Starch is also much whiter than flour.—*Ed.*

STAVESACRE, the cwt.	Duty	1	8	0
	Drawback	0	18	8

Stavesacre grows in Provence, Languedoc, and many other parts of Europe; the seed, which is the only part of the plant used in medicine, is a dusky brown, and very rough on the outside, and of a pale yellow within, and of a bitter, disagreeable, and very acrid taste. The seeds should be chosen new, clean, and plump.—*Chambers.*

STO

STEEL, or any manufactures of Steel, not otherwise enumerated, the £100 value..... Duty 20 0 0

Steel, iron united with carbon, from which it possesses properties distinct from those of iron, and which render it of superior value. From its higher degree of hardness, it admits a finer polish, and assumes a brighter colour. When tempered, it possesses a higher degree of elasticity, and is also more sonorous. It is more weakly attracted by the loadstone, it receives more slowly the magnetic power, but it preserves it longer. When exposed to a moist air, it does not contract rust so easily as iron.—*Ency. Britan.*

STIBIUM. See Antimony.

STICKS, Walking Sticks. See Canes.

STONES, Burrs for Mill Stones, the 100..... Duty 3 16 0

Burrs for mill stones are generally imported from France, and sometimes from the islands of Guernsey, Jersey, Alderney, Sark, and Man.—*Ed.*

———— Dog Stones, not exceeding 4 feet in diameter, above 6, and under 12 inches in thickness, the pair Duty 6 3 6

Dog Stones are a smaller description of mill stone.—*Ed.*

———— Emery Stones, the cwt..... Duty 0 2 0

Emery stone is a rich iron ore found in large masses of no determinate shape or size, extremely hard, and very heavy. It is usually of a dusky brownish red on the surface; but when broken, is of a fine bright iron grey, but not without some tinge of redness; and is spangled all over with shining specks, which are small flakes of a foliaceous talc, highly impregnated with iron. It is also sometimes very red, and then usually contains veins of gold; and is found in some of the Greek islands, in Tuscany, and in some parts of Germany.

Dr. Lewis is of opinion that some kinds of Emery may contain the metal called platina.—*Ency. Britan.*

Emery is used in several branches of trade, especially in cutlery, and it is a very useful domestic article.—*Ed.*

———— Filtering Stones, the £100 value..... Duty 50 0 0

Water is freed from various impurities by means of basins made of porous stones which vessels must be peculiarly beneficial in long voyages, and even upon land they are of considerable benefit, when none but stagnant waters are to be found, or springs issuing through clay.—*Ency. Britan.*

———— Flint Stones for Potters, the ton..... Duty 0 2 6

The extensive use of this mineral, in consequence of its property of striking fire with steel, as gun flints, is well known. Flints are employed also as a substitute for quartz in the manufacture of glass and porcelain, and in the fabrication of smalt. The coarser kinds, or such as are perforated and carious, are applied to the purposes of building and mill stones. Sometimes the colours and the polish of flint are so fine as to have brought it into use in jewellery.—*Ency. Britan.*

———— Grave Stones of Marble, polished, each not containing more than 2 feet square, the foot square, superficial measure.... Duty 0 2 6
 unpolished, the foot square, superficial measure..... Duty 0 0 10
 not of marble, polished or unpolished, the foot square, superficial measure.... Duty 0 0 6

STONES,

STONES.

STONES, *continued.*

————— Lime Stone, the £100 value Duty 20 0 0

Limestone forms very extensive stratiform mountains, and is usually met with along with coal and sandstone. It is very abundant in Saxony, Bohemia, Sweden, France, Switzerland, and Britain. The magnesian limestone is abundant in Yorkshire and Nottinghamshire. The uses of limestone for the purposes of building, and when reduced to the state of quicklime, to form the basis of mortar, as well as in various arts, are well known. This variety of limestone, when susceptible of a polish, furnishes marbles; which name, although it be applied to very different stones which are susceptible of a polish, and are fit for sculpture, or ornamental architecture, is frequently applied to limestone of this description.—*Ency. Britan.*

————— Marble Blocks, the solid foot [7 Geo. 4. c. 48.]..... Duty 0 1 0

————— Marble, in any way manufactured, (except Grave Stones and Paving Stones,) each not containing more than 2 feet square, the cwt. Duty 0 3 0

————— Marble Paving Stones, polished, each not containing more than 2 feet square, the foot square, superficial measure Duty 0 0 10
..... rough, the foot square, superficial measure
Duty 0 0 6

In the language of the architect and statuary, all stones come under the name of marble which are harder than gypsum, are found in large masses, and are susceptible of a good polish. The most valuable of the calcareous marbles, for hardness, durability, and colour, are brought from Italy, the Greek islands, and from Syria. The following are the architectural marbles which are held in greatest estimation.

1. The marble called *Bardiglio*, from Carrara, is of a deep blue colour, and seems to be the same with the white statuary marble of that place, with the addition of some colouring matter. 2. That variety of marble called *cipolin*, is statuary marble traversed by veins of mica.—3. *Lumachella Marble*. This is a compact limestone of a brownish grey colour, containing shells which often retain the original pearly lustre. To this variety belongs the fire marble of Bleyberg in Carinthia.—4. *Florentine Marble*. This is a greyish, compact, argillaceous limestone, exhibiting designs of a yellowish brown colour, and resembling the ruins of houses: hence it is called *ruin marble*.—5. The marbles of Syria, Sienna, and Arragon, are of a yellow colour, and are in considerable estimation.—6. *Brocatello Marble*. This is a braccia limestone, composed of fragments of a yellowish red and purple colour, which are cemented by semitransparent, white calcareous spar.—7. The marbles known by the names of *Verde Antiche*, *Verde di Corsica*, are composed of limestone, calcareous spar, serpentine, and asbestos.—8. The British islands afford many fine marbles, of which that of Tiree is the finest and most beautiful. It has often a delicate flesh-coloured ground, spotted with green; but its colours, it is said, are apt to fade. Marbles have also been found in the island of Skye, and in the counties of Ross and Sutherland. For a particular account of these, see *Williams's Mineral Kingdom*. Marble is not uncommon in different parts of England; and in particular Devonshire and Derbyshire afford varieties which are held in considerable estimation on account of their beauty.—*Elastic Marble*. Some varieties of granular limestone, when cut into thin plates, possess a certain degree of elasticity. The marble in which this property was observed, was in the Borghese palace at Rome.—*Ency. Britan.*

————— Mill Stones, above 4 feet in diameter, if 12 inches in thickness, or upwards, the pair Duty 11 8 0

France was considered formerly to produce the best mill stones; but those of North Wales are now found equally good.—*Ed.*

STONES.

STONES, *continued.*

———— Paving Stones, not of Marble, the 100 feet square,
superficial measure Duty 0 12 0

In Britain, the pavement of the grand streets, &c. is usually of flint, or rubble-stone; courts, stables, kitchens, halls, churches, &c. are paved with tiles, bricks, flags, or fire-stone; sometimes with a kind of freestone and ragstone.—*Ency. Brit.*

———— Pebble Stones, the ton..... Duty 0 13 6

Pebble Stones are collected from the sea-beach, mostly brought from the islands of Guernsey and Jersey: they are very durable, indeed the most so of any used for paving.—*Ency. Britan.*

———— Polishing Stones, the £100 value..... Duty 20 0 0

Polishing, in general, is the operation of giving a gloss or lustre to certain substances, as metals, glass, marble, &c.

The operation of polishing optic glasses, after being properly ground, is one of the most difficult points of the whole process.—*Ency. Britan.*

———— Pumice Stones, the ton..... Duty 1 13 4

Pumice Stone has been supposed to be a volcanic production, because it is found in the vicinity of volcanoes; the Lipari islands are almost entirely composed of it, and there it is accompanied with obsidian. It is also found in Iceland and Teneriffe, in Hungary, and on the banks of the Rhine between Andernach and Coblentz.

Pumice is very much employed in polishing stones, metals, glass, ivory, and in the preparation of parchment.

A rare variety of pumice is described by Brongniart in the form of vitreous filaments as fine as hair; the colour is a deep bottle green, and it melts by heat into a white enamel. This pumice is supposed to be projected from the volcano in the isle of Bourbon.—*Ency. Britan.*

———— Quern Stones, under three feet in diameter, and not
exceeding six inches in thickness, the pair
..... Duty 0 8 9

.... three feet in diameter, and not above four
feet in diameter, and not exceeding six
inches in thickness, the pair..... Duty 0 17 0

Quern Stones are a description of grind-stones, and are more particularly used for hand-mills.—*Ed.*

———— Rag Stones, the £100 value..... Duty 20 0 0

Rag Stones are fossils chiefly found in England, and are used for sharpening tools.—*Ed.*

———— Slate, the produce of the islands of Guernsey,
Jersey, Sark, Alderney, or Man, and imported
from those islands respectively, the £100 value
..... Duty 26 8 0

———— Slates, the produce of any other country, not
otherwise described, the £100 value..... Duty 66 10 0

———— Slates, in frames, the dozen..... Duty 0 3 0

Slate for drawing is found in Italy, where it is an object of commerce. It is also found in Spain, France, and some parts of Scotland.

As its name indicates, it is employed like black chalk in drawing.

Whet slate was originally brought from the Levant; but has since been discovered in Bohemia, Saxony, in Bayreuth, where it is wrought, and in Siberia.

Whet slate, as its name imports, is cut and polished for the purpose of sharpening knives and other instruments; and, reduced to powder, is employed in polishing steel.

STONES.

Clay slate is very abundant in most countries; it is not unfrequent in many parts of Scotland; but the slate of Easdale, and the contiguous islands on the west coast, has long maintained a decided superiority and preference to all others in this country.

Clay slate is in extensive use for covering houses, and then it is known in this country by the single word slate. It is also employed in large plates for writing on, or tracing characters that are afterwards to be effaced.—*Ency. Britan.*

To judge of the goodness of slate, Mr. Colepress, in the Philosophical Transactions, orders it to be knocked against any hard body, to make it yield a sound; if the sound be good and clear, the stone is firm and good: otherwise it is friable and soft.—*Chambers.*

STONES, Slick Stones, the 100 Duty 0 8 0

Slick or Sleek Stones are a species of smoothing stones.—*Ed.*

—— Stone, sculptured, or Mosaic work, the cwt. Duty 0 2 6

If any statue, group of figures, or other stone or marble ornament, carved out of the same block, shall exceed one ton weight, the duty to be charged thereon shall be estimated at the rate payable for one ton weight, and no more.

“Then sculpture and her sister arts revive,
Stones leap'd to form, and rocks began to live.”—*Pope.*

Carving belongs exclusively to wood, and sculpture to stone. Our limits will not permit us to enlarge, or enter into any inquiry as to the comparative merits of the different *modern* schools of Europe, of which Italy bears away the unrivalled palm.—*Nicholson.*

Apollo Belvidere is esteemed by most artists as the sublimest specimen of *ancient* art which has survived to modern times. This statue is a standing figure, almost naked, and more than seven feet in height. He is represented with his quiver hanging behind his right shoulder, and the pallium over his left arm, which is extended; in his hand he has the remains of a bow, out of which he is supposed to have just discharged an arrow at the serpent Python.—*Ency. Metrop.*

Right and Property of Sculpture, Models, &c. Every person who shall make any new and original sculpture, or model, or copy, or cast of the human figure, or of any bust, or of any part of the human figure, clothed in drapery or otherwise, or of any animal, or of any part of any animal combined with the human figure or otherwise, or of any subject being matter of invention in sculpture, or of any alto or basso-relievo representing any of the things hereinbefore mentioned, or any cast from nature of the human figure, or of any part of the human figure, or of any cast from nature of any animal, or of any part of any animal, or of any such subject containing or representing any of the things hereinbefore mentioned, whether separate or combined, shall have the sole right and property of the same, for the term of fourteen years, from first putting forth or publishing the same; provided, in every case, that the proprietor do cause his name, with the date, to be put on every such sculpture, model, copy, or cast, and on every such cast from nature, before the same shall be put forth or published. 54 Geo. 3. c. 56. § 1.

Pirating, or Illegally Importing. If any person shall, within such term of fourteen years, make or import, or expose to sale, or otherwise dispose of, any pirated copy or pirated cast of any such new and original sculpture, or model, or copy, or cast, or of any such bust, or of any such work, or of any such subject being matter of invention in sculpture, or of any such alto or basso relievo representing any of the things hereinbefore mentioned, or of any such cast from nature, whether the pirated copy or pirated cast be produced by moulding or copying from, or imi-

STONES.

tating in any way, any of the things put forth or published under the protection of this act, or of any works which have been put forth or published, the right and property whereof is secured, extended and protected by this act, in any of the cases as aforesaid, to the detriment, damage, or loss of the proprietor of any such works so pirated; then the proprietor, or his assignee, may by a special action upon the case to be brought against the person so offending, receive such damages as a jury, on a trial of the action, shall give or assess, together with double costs of suit. § 3.

Purchasers of Copyright. No person who shall hereafter purchase the right or property of any new and original sculpture or model, or copy, or cast, or of any cast from nature, or of any of the matters and things published under or protected by virtue of this act, of the proprietor, expressed in a deed in writing, signed by him, with his own hand, in the presence of and attested by two or more credible witnesses, shall be subject to any action for copying, or casting, or vending the same. § 4.

Limitation of Actions. All actions to be brought as aforesaid, against any person for any offence committed against this act, shall be commenced within six calendar months next after the discovery of every such offence, and not afterwards. § 5.

Additional Term. From the expiration of the said term of fourteen years, the sole right of making and disposing of such new and original sculpture, or model, or copy, or cast of any of the matters or things hereinbefore mentioned, shall return to the person who originally made or caused to be made the same, if he be then living, for the further term of fourteen years, excepting in the case where such persons shall by sale or otherwise have divested himself of such right of making or disposing of the same. § 6.

STONES, to be used for the purpose of lithography, the
cwt..... Duty 0 3 0

Lithography. The art or practice of engraving upon stones.—*Johnson.*

It is impossible to foresee to what an extent the ingenuity of man may be led to carry the discoveries which have already been made. When Lithography was first invented, and even after the art had attained maturity and perfection, would it have been thought possible to apply it to the purpose of book-printing? This is, however, what has just been effected. In the prospectus of a Weekly Journal called the *Parthenon*, the embellishments of which are not only lithographed, but the whole letter-press is from stone, and equal to the most beautiful type and excellent printing. The illustrations or pictorial sketches also have all the colour and spirit of etchings on copper, and the work, beside its literary merits, cannot fail to excite great interest as the first specimen of a new branch of the printing art.—*Ed.*

———— WHETSTONES, the 100 Duty 0 8 9

Whetstones are so called because they serve for the whetting of edge-tools upon.

—*Ency. Britan.*

———— Stones, not particularly enumerated, not otherwise charged with duty, the £100 value Duty 66 10 0

STORAX or STYRAX, Calamita, the lb. Duty 0 2 0

Drawback 0 1 4

———— Liquida, the lb. Duty 0 3 4

Drawback 0 2 2

———— in the Tear or Gum, the lb. Duty 0 8 4

Drawback 0 5 6

Styrax, which is in a half-fluid state, exudes from a tree in Arabia. It is of a greenish colour, has an aromatic taste, and an agreeable odour. Storax is procured

SUGAR.

cured from the *styrax officinale*, a native of the Levant. It is of a brown colour and brittle, has an aromatic taste, fragrant odour, and is soluble in alcohol. It gives out benzoic acid by heat.—*Ency. Britan.*

SUCCADES, the produce of any British possession (a) in America,			
the lb.	Duty	0	0 3
the produce of any British possession (a) within the			
limits of the East India Company's charter, the lb. ..	0	0	6
the produce of any other place, the lb.	Duty	0	3 2

A general term signifying sweetmeats.—*Ed.*

SUCCINUM, the lb.	Duty	0	1 8
	Drawback	0	1 1

This is probably a resin of antediluvian origin. It occurs associated with coal and bituminous wood, and also in a conglomerate upon the sea shore, from which it is washed out by the waves. It has been obtained most abundantly in Prussia, and upon the shores of the Baltic. In Poland it has been met with in an inland sandy soil mixed with pine cones. It has also occurred imbedded in limestone and gypsum.—*Brande.*

SUGAR, viz.

————— Brown or Muscovado, or Clayed, not being refined, the cwt.	Duty	3	3 0
————— the produce of and imported from any British possession in			
America, the cwt. (a)	Duty	1	7 0
————— the produce of and imported from any British possession			
within the limits of the East India Company's Charter, the cwt. (a) Duty	1	17	0

By Treasury Order, dated June 1, 1827, foreign sugars, NOT *clayed*, may, by licence from the Board of Customs, be taken out of warehouse for refining, upon bond being given to export, or return, within three months, into a warehouse, under the King's lock, for exportation, a quantity not less than 73lb. of refined sugar, or 61lb. refined sugar and 18lb. bastards, for every hundred weight of foreign sugar so delivered for refining purposes. Upon security being given, the entry may be passed, and the duty of 29s. the cwt. received thereon.

By a subsequent order it is directed that for every 1s. per cwt. of foreign *clayed* sugar so admitted, exceeding the quality of such B. P. Sugars, a further additional duty of 1s. per cwt. be charged; and in order to ascertain correctly the quality with reference to the value of such *clayed* sugar, previous to the receipt of the duty thereon, the parties are to produce the contract of sale for the *clayed* sugars, certified and sworn to by the broker, and that no parcel of such sugar be entered for the duty until the declared quality and value have been approved of by the principal officers in whose custody the sugars may be deposited and such approval certified by them.

These orders are in the first instance to be in force only for six weeks, and their renewal, or otherwise, will depend on circumstances.

Tare on B. P. Sugar.

Under 8 cwt.	14	per cent.
8 and under 12 cwt.	1	cwt. each cask
12.	15	1 1 12 Do.
15.	17	1 2 0 Do.
17 and upwards	1	3 0 Do.

A substance well known for its sweetness, is prepared chiefly in the West Indies, (b) by boiling with quick lime or vegetable alkali, the expressed juice of the plant called by Linnaeus the *saccharum officinale*, the sugar cane: but it may be procured also from a number of plants, as the maple, birch, wheat, beetroot, parsnips, dried grapes, &c.—*Crabb.*

The first information respecting sugar was brought to Europe by Nearchus, the admiral of Alexander. In a passage quoted from this journal by Strabo, it is described as honey made from reeds, there being no bees in that part of India. In a fragment

(a) By 7 Geo. 4. c. 48. § 28. such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

(b) Sugar is also produced in large quantities in the East Indies, South America, and other parts of the globe.—*Ed.*

SUGAR

of Theophrastus, preserved by Potius, he mentions, among other kinds of honey, one that is found in reeds. The first mention of any preparation, by which the juice of the reed was thickened, occurs in Erastosthenes, as quoted by Strabo, where he describes roots of large reeds, found in India, which were sweet to the taste, both when raw and boiled. Dioscorides and Pliny describe it as used chiefly, if not entirely, for medical purposes. In the time of Galen, A. D. 131, it would appear to have become more common and cheaper at Rome; for he classes it with medicines that may be easily procured. It seems probable that, though the Arabians undoubtedly cultivated the sugar cane, and supplied Rome with sugar from it, yet they derived their knowledge of it from India; for the Arabic name *shuker*, which was adopted by the Greeks and Romans, is formed from the two middle syllables of the Sanskrit word, *ich-shucasa*.—*Stevenson*.

As the sugar cane is so important in a commercial view, from the employment which it gives to seamen, and the wealth which it opens for merchants, and besides now is become a necessary of life, it may be justly esteemed one of the most valuable plants in the world. The quantity consumed in Europe is estimated at nine millions sterling. A field of canes, when standing, in the month of November, when it is in arrow or full blossom (says Mr. Beckford in his descriptive Account of the Island of Jamaica), is one of the most beautiful productions that the pen or pencil can possibly describe. It in common rises from three to eight feet or more in height. The uses to which sugar is applied are numerous and important. Sir John Pringle has remarked, that the plague has never been known in any country where sugar composes a material part of the diet of the inhabitants. Dr. Rush thinks it probable that the frequency of malignant fevers of all kinds has been lessened by this diet.—*Ency. Britan.*

White or Clayed Sugar, Muscovado Sugar is the raw material whence the British sugar-bakers chiefly make their loaf or refined lump. There is another sort, which was formerly much used in Great Britain for domestic purposes, and was generally known by the name of *Lisbon Sugar*. In the West Indies it is called *Clayed Sugar*; and the process of making it is as follows:—A quantity of sugar from the cooler is put into conical pots or pans, which the French call *formes*, with the points downward, having a hole about half an inch in diameter at the bottom, for the melasses to drain through, but which at first is closed with a plug. As soon as the sugar in these pots is cool, and becomes a fixed body, which is known by the middle of the top falling in, the plug is taken out, and the pot placed over a large jar, intended to receive the syrup or melasses that drain from it. In this state it is left as long as the melasses continues to drop, when a stratum of clay is spread on the sugar, and moistened with water. This imperceptibly oozing through the pores of the clay, dilutes the melasses, in consequence of which more of it comes away than from sugar cured in the hogshead, and the sugar of course becomes so much whiter and purer.—*Ure*.

Sugar being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6. Geo. 4. c. 109.

By 7 and 8 Geo. 4. c. 56. § 16. from 1st January, 1828, so much of such act as restricts, in manner before mentioned, the importation of sugar, being the produce of Europe, is *repealed*.

Sugar, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 181. § 26.

Certificate of Growth, and Oath as to Sugar from British Plantations in America and from Mauritius. Before any sugar, coffee, cocoa nuts, spirits, or mahogany, shall be entered as being of the produce of some *British possession* in America, or the island of Mauritius, the master of the ship importing the same shall deliver to the collector or controller a certificate, under the hand of the proper officer of the place where such goods were taken on board, testifying that proof had been made in manner required by law, that such goods are of the produce of some British possession in America, or the island of Mauritius, stating the name of the place where such goods were produced, and the quantity and quality of the goods, and the number and denomination of the packages containing the same, and the name of the ship in which they are laden, and of the master thereof; and such master shall also make oath before the collector or controller, that such certificate was received by him at the place where such goods were taken on board, and that the goods so imported are the same as are mentioned therein. 6 Geo. 4. c. 107. § 35.

Certificate

SUGAR.

Certificate of East India Sugar, and Oath. Before any sugar shall be entered as being the produce of any British possession in the limits of the East India Company's charter, the master of the ship importing the same shall deliver to the collector or controller a certificate under the hand and seal of the proper officer at the place where such sugar was taken on board, testifying that oath had been made before him by the shipper of such sugar, that the same was really and *bona fide* the produce of such British possession; and such master shall also make oath before the collector or controller, that such certificate was received by him at the place where such sugar was taken on board, and that the sugar so imported is the same as is mentioned therein. § 36.

AN ACCOUNT of the Quantity of Sugar Imported into Great Britain from the several British Colonies and Plantations, from the British Possessions in the East Indies, and from Foreign Countries, from 5th January 1825 to 5th January 1826; distinguishing the several Sorts of Sugar, and the Colonies and Countries from which the same was Imported.

COUNTRIES.	Sugar Unrefined.			
	British Plantation.	Foreign Plantation, or uncertified.	East India.	Total Quantity Imported.
	Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.
British Colonies and Plantations.				
Antigua	142,901 2 4			142,901 2 4
Barbadoes	278,346 3 25	2 2 11		278,349 2 8
Dominica	38,036 0 3			38,036 0 3
Grenada	209,984 2 12			209,984 2 12
Jamaica	1,115,366 0 10	6 3 13		1,115,372 3 23
Montserrat	19,653 1 9			19,653 1 9
Nevis	49,769 3 22	469 2 9		50,239 2 3
St. Kitt's	78,658 1 21			78,658 1 21
St. Lucia	82,362 2 27	2 0 17		82,364 3 16
St. Vincent's	257,800 1 3			257,800 1 3
Tobago	111,349 3 0			111,349 3 0
Tortola	13,670 1 9	1,145 0 9		14,815 1 18
Trinidad	188,927 0 25	76 1 19		189,003 2 16
Demerara	650,276 2 6	3 2 13		650,280 0 19
Berbice	58,274 1 19			58,274 1 19
Honduras	2 1 16			2 1 16
Brit. N. American Colonies.	0 0 20			0 0 20
East Indies and China			244,068 0 5	244,068 0 5
Cape of Good Hope			2 0 27	2 0 27
Foreign Colonies; viz.				
Cuba		86,479 2 8		86,479 2 8
St. Thomas		0 0 6		0 0 6
America; viz.				
United States		1,887 3 20		1,887 3 20
Brazil		72,710 0 26		72,710 0 26
Total, exclusive of Ireland	3,295,380 3 7	162,784 0 11	244,070 1 4	3,702,235 0 22
Ireland	28,251 3 3			28,251 3 3
Total from all Parts	3,323,632 2 10	162,784 0 11	244,070 1 4	3,730,486 3 25

SUGAR.

AN ACCOUNT of the Quantity of Sugar Imported into Ireland from the several British Colonies and Plantations, from the British Possessions in the East Indies, and from Foreign Countries, from 5th January 1825 to 5th January 1826; distinguishing the several Sorts of Sugar, and the Colonies and Countries from which the same was Imported.

British Colonies and Plantations, *viz.*

British Colonies in North America:	Cwt.	qrs.	lb.
Newfoundland.....	26	0	8
British West Indies:			
Antigua.....	19,082	3	19
Barbadoes.....	40,948	1	14
Jamaica.....	20,057	2	7
St. Lucia.....	8,604	0	14
Trinidad.....	87,414	0	8
Demerara.....	29,766	3	8
Total.....	205,899	3	22

AN ACCOUNT of the Average Prices of Sugar in Great Britain, at the several periods at which the Rates of Duty may have been regulated; from 5th January 1825 to 5th January 1826, with the Rate of Duty payable at each of the said periods respectively.

Duty.	Average Price, Exclusive of the Duty.		Rate of Duty.	
	s.	d.	s.	d.
5th January, 1825.....	28	4	0	27 0
5th May, 1825.....	31	9	$\frac{3}{4}$	27 0
5th September, 1825.....	35	2	$\frac{1}{2}$	27 0
5th January, 1826.....	39	7	$\frac{1}{2}$	27 0

AN ACCOUNT of the Average Prices of Sugar in Ireland, at the several periods at which the Rates of Duty may have been regulated, from 5th January 1825 to 5th January 1826; with the Rate of Duty payable at each of the said periods respectively.

Average Price as Published in the Dublin Gazette.	Rate of Duty.	
£. s. d.	£. s. d.	
From Jan. 5 to May 5, 1825.....	1 11 9 $\frac{3}{4}$	per cwt. 1 7 0 per cwt.
From May 5 to Sept. 5, 1825.....	1 15 2 $\frac{1}{2}$	Do. 1 7 0 Do.
From Sept. 5, 1825, to Jan. 5, 1826..	1 19 7 $\frac{1}{2}$	Do. 1 7 0 Do.

SUGAR, Refined, the cwt..... Duty 8 8 0

In the ordinary refining of raw sugars, from twenty to thirty-five per cent. of melasses are separated, of which a considerable part, probably two-thirds, are formed by the high heat used in the concentration of the syrup. Various plans have been contrived to diminish this production of melasses. One of these consisted in surrounding the sugar boiler with oil or steam at a high temperature, instead of exposing it to a naked fire. In a second, the boiler is covered at top, and by means of an air-pump the atmospheric pressure is removed, so as to favour ebullition, and rapid evaporation, at moderate heats. The celebrated chemist, Mr. Howard, took out a patent for this plan, which is undoubtedly the most scientific and productive of any; but requires superior skill and very minute attention in the manufacturer. No blood is used for clarification. This is accomplished by a system of most ingenious canvas filters, aided by the intermixture with the syrup of a small quantity of pasty gypsum and alumina, made by saturating a solution of alum with quicklime. In the final purification, the base of the inverted sugar cone is covered with a stratum of very pure saturated syrup, instead of moist pipe-clay. The third method is founded on the property which animal charcoal (bone black) possesses, of destroying vegetable colouring matter. Perhaps the combination of the last two modes promises the best results. A fourth process for refining sugar is that of Mr. Daniel Wilson, for which a patent was granted. The specification is in the 34th vol. of the Repertory, p. 134.—*Ure.*

SUGAR

TAL.

SUGAR CANDY, Brown, the cwt.....	Duty	5	12	0
———— White, the cwt.....	Duty	8	8	0

Sugar candy is the true essence of the cane formed into large crystals by a slow process.—*Ency. Britan.*

SULPHATE OF QUININE. See Quinine.

SULPHUR IMPRESSIONS, the £100 value....	Duty	5	0	0
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Sulphur impressions are sulphur made up in various shapes, as seals, medals, &c. upon which various figures are impressed.—*Ed.*

SULPHUR VIVUM. See Brimstone.

SUMACH. See Shumack.

SWEEP-WASHERS' DIRT, containing Bullion. See Bullion.

SWEET-WOOD, the produce of and imported from any British possession, the ton....	Duty	0	16	3
———— of any other place, or if otherwise im- ported, the ton.....	Duty	10	13	0

Sweet Wood is a species of the willow.—*Ed.*

Swine prohibited to be imported on pain of forfeiture. 6 Geo. 4.
c. 107. § 52.

By 7 & 8 Geo. 4. c. 56. § 3. so much of the foregoing act of 6 Geo. 4, as prohibits the importation of Swine from the Isle of Man, being the produce of that island, is *repealed*.

T.

TAILS, Buffalo, Bull, Cow, or Ox, the 100	Duty	0	6	0
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———— Fox Tails,	} See Skins.
———— Martin Tails,	
———— Sable Tails,	
———— Squirrel or Calabar Tails,	

TALC, the lb.	Duty	0	0	8
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This species is divided into three sub-species : 1. earthy, 2. common, and 3. indurated talc.—*Earthy Talc*. This mineral is found in Piedmont, Saxony, Bohemia, and in the western parts of Inverness-shire in Scotland, where it exists in veins or cavities of primitive rocks.—*Common Talc* is always found in serpentine rocks, where it accompanies actynolite, steatites, and indurated talc. What is called Venetian talc is brought from the mountains of Salzburg and the Tyrol. Talc is sometimes employed as a substitute for chalk, enters into the composition of crayons, and is mixed with some kinds of paint.—*Indurated Talc* forms beds in mountains of argillaceous schistus, gneis, and serpentine, in the Tyrol, Italy, and Switzerland, and also in the western parts of Scotland. It is applied to the same purposes as the preceding.—*Ency. Britan.*

TALLOW, the cwt.	Duty	0	3	2
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Tallow is the fat of certain animals melted and clarified. It is procured from most animals, but chiefly from bullocks, sheep, hogs, and bears. Some kinds of tallow are used as unguents in medicine, some for making soap and dressing leather, and some for making candles.—*Ency. Britan.*

Tallow being the produce of Europe shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Mineral tallow, which was discovered in Finland in 1736, has lately been found in a bog on the borders of Loch Fyne, in Scotland. It has the colour and the feel of tallow, and is tasteless. It melts at 118 degrees, and boils at 290 degrees ;

N 9 † when

TAR.

when melted it is transparent and colourless ; on cooling becomes spongy and white, though not so much so as at first.—*Edinburg Philosophical Journal.*

AN ACCOUNT of the Quantity of Tallow Imported into Great Britain from Foreign parts in the Year 1824.

	cwt.	qrs.	lb.
Total	661,314	1	18

AN ACCOUNT of the quantity of Foreign Tallow imported into the United Kingdom from 5th January 1824, to 5th January 1826.

	cwt.
1825.	680,382
1826.	1,164,037

TAMARINDS, the lb.	Duty	0	0	8
—— the produce of any British possession (a)				
within the limits of the East India Com-				
pany's charter, the lb.	Duty	0	0	6
—— the produce of any British possession (a)				
in America, or on the West Coast of				
Africa, the lb.	Duty	0	0	2

This fruit is chiefly imported from the West Indies. It is a grateful acid to allay thirst in febrile affections.—*Brande.*

TAPIOCA, or Tapioca Powder, the cwt.	Duty	0	10	0
	[7 Geo. 4, c. 48]			

Tapioca is a species of starch prepared from the *Jatropha Manehat*.—*Ed.*

CASSAVA. An American plant, the *jatropha manihot*, contains the nutritive starch cassava, curiously associated with a deadly poisonous juice. The roots of *jatropha* are squeezed in a bag. The cassava remains in it ; and the juice, which is used by the Indians to poison their arrows, gradually lets fall some starch of an innocent and very nutritious quality. The whole solid matter is dried in smoke, ground and made into bread.—*Ure.*

TAR, the last of twelve barrels, each barrel not exceeding				
31½ gallons.	Duty	0	15	0
—— the produce of any British possession, the last of 12				
barrels, each barrel not exceeding 31½ gallons,				
	Duty	0	12	0

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

—— Barbadoes Tar, the lb.	Duty	0	0	5
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Tar is a thick, black, unctuous substance, obtained chiefly from old pines and fir trees by burning them with a close smothering heat. It is prepared in great quantities in Norway, Sweden, Germany, Russia, and North America, and in other countries where the pine and fir abound. Becher, the celebrated chemist, first proposed to make tar from pit coal. Manufactures for this purpose have been established many years ago in the bishopric of Liege, and in several parts of England. In the year 1781, the Earl of Dundonald obtained a patent for extracting tar from pit-coal by a new process of distillation. Great hopes were entertained of the value of this discovery, but we have not heard that it has answered expectation. Tar, which is well known for its economical uses, is properly an empyreumatic oil of turpentine, and has been much used as a medicine both internally and externally.—*Ency. Britan.*

(a) By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

TEA.

Tar, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See page 1. 6 Geo. 4. 109.

Tar, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

TARES, or Vetches, the quarter Duty 0 10 0

Tares are the seed of a vegetable brought from different places in Europe. They are good food for pigeons.—*Ed.*

TARRAS, the bushel Duty 0 1 3

Tarras, a coarse sort of plaster, or mortar, durable in the wet, and chiefly used to line basons, cisterns, wells, and other reservoirs of water. That which is called the Dutch tarras, is made of a soft rock stone, found near Collen, upon the lower part of the Rhine: it is burnt like lime, and afterwards reduced to powder by means of mills; from thence it is brought to Holland in great quantities, where it has acquired the name of Dutch tarrass. It is of a greyish colour when it is not mixed.—*Chambers.*

TEA, subject only to the duty of Excise.

EXCISE.

— sold in Great Britain by the East India Company, and which shall be imported into Great Britain, and sold at such sales,

— at or under 2s. the lb. per cent. Duty 96 0 0
 above 2s. the lb. per cent. Duty 100 0 0

The tea plant is a native of Japan, China, and Tonquin, and has not, as far as we can learn, been found growing spontaneously in any other parts of the world. Tea was introduced into Europe in the year 1610 by the Dutch East India Company. It is generally said, that it was first imported from Holland into England, in 1666, by the lords Arlington and Ossory, who brought it into fashion among people of quality. But it was used in coffee-houses before this period, as appears from an act of parliament made in 1660, in which a duty of 8*d* was laid on every gallon of the infusion sold in these places. In 1666 it was sold in London for 60*s*. per pound, though it did not cost more than 2*s*. 6*d*. or 3*s*. 6*d*. at Batavia. It continued at this price till 1707. In 1715 green tea began to be used, and as great quantities were then imported, the price was lessened, and the practice of drinking tea descended to the lower ranks. In 1720 the French began to send it to us by a clandestine commerce. Since then the demand has been increasing yearly, and it has become almost a necessary of life in several parts of Europe, and among the lowest as well as the highest ranks. In this country teas are generally divided into three kinds of green, and five of bohea: The former are, 1. *Imperial* or *Bloom Tea* with a large loose leaf, light green colour, and a faint delicate smell. 2. *Hyson*, so called from the name of the merchant who first imported it; the leaves of which are closely curled and small, of a green colour verging to a blue; And, 3. *Singlo Tea*, from the name of the place where it is cultivated. The Boheas are, 1. *Souchong*, which imparts a yellow green colour by infusion. 2. *Cambo*, so called from the place where it is made; a fragrant tea, with a violet smell; its infusion pale. 3. *Congo*, which has a larger leaf than the following, and its infusion somewhat deeper, resembling common bohea in the colour of the leaf. 4. *Pekoe Tea*; this is known by the appearance of small white flowers mixed with it. 5. *Common Bohea*, whose leaves are of one colour. There are other varieties, particularly a kind of green tea, done up in roundish balls, called *Gunpowder Tea*.—*Ency. Britan.*

Osbeck conjectured, and the Chinese affirm, that the difference in the several kinds of tea is occasioned entirely by a difference of soil and preparation. The

TEA.

flavour and quality appear to depend upon the age of the leaf, rather than upon any specific difference in the plants; and in fact the distinctions between the *Bohea* and *Viridis*, established by Linnæus, are so trifling and liable to variation, that they have been disregarded by many botanists.—*Ency. Metrop.*

Tea, unless from the place of its growth, and by the East India Company, and into the port of London, prohibited to be imported on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

Who may import, &c. Tea. It shall not be lawful for any person save only the East India Company, or such as shall obtain their special licence in writing, or a special licence in writing under their authority, for that purpose, to carry, or put on board any ship in the East Indies, or other parts within the limits aforesaid, or to import into the United Kingdom from any place whatsoever, any tea. 53 Geo. 3. c. 155. § 8.

Sales. In respect of all teas sold at the company's sales, the deposits shall be paid at such times as hereinafter mentioned; that is to say, on all tea of which any person shall be declared the best bidder on the Monday and Tuesday of each week in which any sale of tea shall be made, the said deposits shall be paid at or before three o'clock in the afternoon of the Saturday then next following: and on all tea of which any person shall be declared the best bidder on the Wednesday, Thursday, Friday, and Saturday of each week in which any sale of tea shall be made, the deposits shall be paid on or before three o'clock in the afternoon of the Tuesday then next following. 33 Geo. 3. c. 52. § 161.

Sales. The East India Company shall make at the least four sales in every year, and as near as conveniently may be at equal distances of time, and shall put up at such sales such quantities of tea as shall be judged sufficient to supply the demand; and at each such sale the tea so put up shall be sold without reserve to the highest bidder, provided an advance of one penny per lb. shall be bid upon the prices at which the same shall be put up. 24 Geo. 3. sess. 2. c. 38. § 5.

Restrictions.—Company to keep a proper Stock of Tea. It shall not be lawful for the company to put up their tea for sale at any prices which shall, upon the whole of the tea so put up at any one sale, exceed the prime cost thereof, with the freight and charges of importation, together with lawful interest from the time of the arrival of such tea in Great Britain, and the common premium of insurance, as a compensation for the sea-risk incurred thereon; and the company shall, from time to time, send orders for the purchase of such quantities of tea, and provide sufficient ships to import the same, as, being added to the stock in their warehouses, and to the quantities ordered and not arrived, shall amount to a sufficient supply for the keeping a stock at least equal to one year's consumption, according to the sales of the last preceding year, always beforehand; and the company shall, from time to time, lay before the lords commissioners of the treasury copies of the accounts and estimates upon which such orders, or prices, or quantities, shall be grounded, whenever such orders shall be sent out or such sales made, or as often as they shall be called upon for the same by the said lords. § 6.

No tea shall be exported to Ireland, or to any of His Majesty's plantations in America, in any package whatsoever, other than that in which it was

TEE

was originally imported into Great Britain; nor in any less quantity than the whole and entire quantity contained in any package in which the same was sold at the public sale of the East India Company, under the penalty of the forfeiture of such tea. 7 Geo. 3. c. 56. § 8.

Black and Green Tea distinguished. By the term black tea is meant all such teas as are usually called or known by the name of bohea, congo, souchong, or pekoe tea; and by the term green tea, is meant all teas not being such bohea, congo, souchong, or pekoe tea. 12 Geo. 3. c. 46. § 2.

Tea shall not be re-imported into the United Kingdom for *home use*, upon the ground that the same had been legally exported thence; but the same shall be deemed to be *foreign goods*, whether originally such or not, and shall also be deemed to be imported for the first time into the United Kingdom. 6 Geo. 4. c. 107. § 31.

TEASELS, the 1000 Duty 0 1 0

The largest burs, and those most pointed, are esteemed the best, and are now called male teasels; they are mostly used in the dressing and preparing of stockings and coverlets; the smaller kind, properly called the fullers' or drapers' teasels, and sometimes the female teasel, are used in the preparation of the finer stuffs, as cloths, rateens, &c. The smaller kind sometimes, called linnots heads, are used to draw out the knap from the coarser stuffs, as bays, &c.—*Chambers*.

TEETH, Elephants' Teeth, the cwt. Duty 1 0 0

Elephants' Teeth, or Elephants' Tusks, are the tusks of the elephant, of a brownish yellow externally, but internally, white. They are imported from the East Indies, the kingdoms of Achem, Siam, Pegu, &c. the island of Ceylon, and both coasts of Africa, particularly along the Ivory coast, and the vicinity of the river Gambia. Nothing can be more diversified than the dimensions of the tusks of the elephant; and hence the dealers in ivory distinguish them by names according to their size. The tusks of the eastern elephant are seldom more than three or four feet long, but those of Africa sometimes exceed that size. Elephants' teeth should be chosen as straight as possible, thick, white in the inside, without flaws or cracks, and not hollow in the stump. Elephants' teeth are valuable in proportion to their size, hardness, and whiteness. The African produce, especially that of Mosambique, is the most esteemed, being of a closer texture, or finer grain, and less liable to turn yellow than those of the East. Ivory forms a very considerable article of commerce in several of the Asiatic and African states.—*Ency. Britan.*

Crevellis, scrivellis, or scrivelloes, are a smaller sort of elephants' teeth.—*Ed.*

———— Sea Cow, Sea Horse, or Sea Morse Teeth, the cwt.

Duty 3 4 0

The sea cow is a very bulky animal, of the cetacious kind. It grows to fifteen feet long, and to seven or eight in circumference; its head is like that of a hog, but longer, and more cylindrick; its eyes are small, and it has no external ears, but only two little apertures in the place of them; yet its sense of hearing is very quick. Its lips are thick, and it has two long tusks standing out. It has two fins, which stand forward on the breast like hands, whence the Spaniards first called it *manatee*. The female has two round breasts placed between the pectoral fins. The skin is very thick and hard, and not scaly, but hairy. This creature lives principally about the mouths of the large rivers in Africa, the East Indies, and America.

The sea horse is a fish of a very singular form, as we see it dried, and of the needlefish kind. It is about four or five inches in length, and nearly half an inch in diameter in the broadest part. Its colour, as we see it dried, is a deep reddish brown; and its tail is turned round under the belly. It is found about the Mediterranean.—*Hill*.

The Morse. Part of a large tooth, round and tapering; a tusk of the morse, or waltrons, called by some the sea horse.—*Woodward*.

TELESCOPES,

TIN.

TELESCOPES, the £100 value Duty 30 0 0

The telescope is an optical instrument for viewing distant objects ; so named by compounding the Greek words *τηλη*, *far off*, and *σκοπεω*, *I look at*, or *contemplate*. This name is commonly appropriated to the larger sizes of the instrument, while the smaller are called perspective-glasses, spy-glasses, opera-glasses. A particular kind which is thought to be much brighter than the rest, is called a night glass.—*Ency. Britan.*

TERRA JAPONICA, or Catechu, the cwt. Duty 0 3 0

A brown astringent substance, formerly known by the name of Japan earth. It is a dry extract, prepared from the wood of a species of sensitive plant, the mimosa catechu. It is imported into this country from Bombay and Bengal.—*Ure.*

————— Sienna, the cwt. Duty 1 11 8

A brown bole, or ochre, with an orange cast, brought from Sienna in Italy, and used in painting, both raw and burnt. When burnt it becomes of a darker brown. It resists the fire a long time without fusing. It adheres to the tongue very forcibly.—*Ure.*

————— Umbra, the cwt. Duty 0 12 0

Umber is found disposed in beds, in the island of Cyprus ; and it is employed as a pigment. *Ency. Britan.*

————— Verde, the cwt. Duty 0 16 0

This is used as a pigment, and contains iron in some unknown state, mixed with clay, and sometimes with chalk and pyrites. *Ure.*

THREAD, Bruges Thread, the doz. lb. Duty 0 15 0

————— Cotton Thread. See Cotton Manufactures.

————— Outnal Thread, the dozen lb. Duty 0 15 0

————— Pack Thread, the cwt. Duty 0 15 0

————— Sisters Thread, the lb. Duty 0 4 0

————— Whited Brown Thread, the dozen lb. . . Duty 0 18 0

————— not otherwise enumerated, the £100 value
Duty 25 0 0

Thread is a small line made up of a number of fine fibres of any vegetable or animal substance, such as flax, cotton, or silk : from which it takes its name of linen, cotton, or silk thread. *Ency. Britan.*

Formerly some sorts of foreign threads were in high estimation in this country, but the great improvement in our own manufactures has now in a great degree superseded the use of thread made abroad. *Outnal Thread* is the brown flaxen thread made in Holland.—*Ed.*

TILES of all sorts, the £100 value Duty 50 0 0

There are various kinds of tiles for the various occasions of building ; as plain, thack, ridge, roof, crease, gutter, pan, crooked, Flemish, corner, hip, dorman or dornar, scallop, astragal, traverse, paving, and Dutch tiles.—*Chambers.*

The Flemish or Dutch tiles were formerly used for decorating chimney corners, &c.—*Ed.*

TIN, the cwt. Duty 2 10 0

————— Manufactures of, not otherwise enumerated, the £100
value Duty 20 0 0

The ores of this metal are found in comparatively few places ; the principal, and perhaps only ones, are Cornwall, Galicia, Erzgebirge in Saxony, Bohemia, Malacca, and

TOB

and Banca in Asia. They are peculiar to primitive rocks, generally in granite, either in veins or beds. Tin is much used as a covering to several other metals, iron is tinned to prevent its rapid oxidation when exposed to air and moisture, and the same process is applied to copper to avoid the injurious effects to which those who are in the habit of employing cooking utensils made of this metal are always liable. The solutions of tin in the nitric, muriatic, nitro-sulphuric, and tartaric acids, are much used in dyeing, as giving a degree of permanency and brilliancy to several colours, to be attained by the use of no other mordants with which we are at present acquainted; tin forms the basis of pewter, in the composition of which it is alloyed with lead, when rolled into thin sheets it is called tin foil, and is applied, with the addition of mercury, to cover the surface of glass, thus forming looking-glasses, mirrors, &c. and in combination with sulphur it constitutes what is called *mosaic gold*.—*Joyce*.

The whole tin ore of the Eastern Archipelago, is a stream of the most valuable description. It is to the abundant supply of coals, perhaps, as much as to the superiority of her skill in machinery, that England is known to be chiefly indebted for the greater wealth and productiveness of her mining operations. In illustration of this particular fact, and to show the probability of rendering the exportation of tin ore to Europe a profitable article of remittance, we may here mention, that the copper ore of Cornwall, amounting to 80,000 tons annually, and although containing not more than from 5 to 15 per cent. of metal, is almost entirely transported to the Welch coal districts, to be there smelted, merely because the price of coals is so much cheaper than at the mines. The popularity amongst the manufacturers of introducing a new crude article instead of a manufactured one need not be dwelt upon, and it is probable, indeed, that the legislature itself would, on account of this very circumstance, and in the spirit in which it has always acted on similar occasions, favour the importation of the ore by a low rate of duties. Before, however, the exportation of tin ore from these countries can become profitable or extensive, the importers in Europe must be duly prepared to receive and dispose of it. The necessary arrangements for smelting-houses, &c. must be made near the port of importation, before the commodity can be remitted to the best advantage: in the meantime, therefore, it can only be sent home as an article of experiment.—*Asiatic Journal*.

AN ACCOUNT of Tin imported into Great Britain in the Year ending 5th January 1826; distinguishing from what Countries imported.

	<i>Cwt. qrs. lb.</i>
From Spain	34 0 4
From Gibraltar	225 2 21
From East Indies	1,173 1 10
From Chili	2,776 3 23
From Brazil	3 3 18
Total	4,213 3 20

TINCAL. See Borax.

TIN FOIL, the £100 value Duty 25 0 0

Tin Foil is used chiefly in fixing quicksilver to the backs of looking-glasses.—*Ed.*

TOBACCO, Unmanufactured, the lb. Duty 0 3 0
 ——— the produce of and imported from any British
 possession in America, unmanufactured, the
 lb. Duty 0 2 9
 ——— Manufactured, or Segars, the lb. Duty 0 9 0

[7 Geo. 4. c. 48.]

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TOBACCO,

TOBACCO.

TOBACCO, Manufactured in the United Kingdom, at or within two miles of any port into which tobacco may be imported, made into shag, roll, or carrot tobacco, on exportation, the lb. Drawback 0 2 7½

[7 Geo. 4. c. 48.]

As to delivery of tobacco from the warehouses, see pages 426, 432.

No abatement of duties shall be made on account of any damage received by tobacco. 6 Geo. 4. c. 107. § 30.

Tobacco was not known in Europe till after the discovery of America by the Spaniards, and first imported about the year 1560. The Spaniards, who gave it the name Tobacco, took it from Tabaco, a province of Yucatan, where they first found it, and first learned its use; or, as some say, it derived its name from the island of Tabago, or Tobago. The principal kinds of tobacco imported into England are, the Maryland, called Oroonoco, and the Virginia tobacco. Besides the tobacco of the West Indies, there are considerable quantities cultivated in the Levant, the coasts of Greece, and the Archipelago, the island of Malta, and Italy. The marks of good twist tobacco are a fine shining cut, an agreeable smell, and that it has been well kept. In the island of Ceylon, there are two kinds of tobacco cultivated for profit. They call both kinds, dunkol, which signifies a leaf, the use of which is to be smoked.—*Chambers*.

Tobacco is indigenous to America, and finds its principal market in the north of Europe, Great Britain, France, and Holland. Before the revolution, it is said to have constituted, in value, between a quarter and one-third of all the exports of the North American colonies.—*Ency. Metrop.*

Sir Walter Raleigh brought the Virginia tobacco to this country about the year 1586, and it is related that he was the first who brought tobacco into repute; but by the caution he took in smoking it privately, it appears he did not intend that it should be copied. But sitting one day in a deep meditation, with a pipe in his mouth, he inadvertently called to his man to bring him a tankard of small ale: the fellow coming into the room, threw all the liquor in his master's face, and running down stairs, bawled out, "Fire! help! Sir Walter has studied till his head's on fire, and the smoke bursts out of his mouth and nose." After this, Sir Walter made it no secret, and took two pipes just before he went to be beheaded. The smoking of tobacco is carried on to such an excess by the Turks, that they are rarely to be seen without a pipe, and never enter into business without smoking, which often gives them an advantage over the Christians with whom they have either commercial or political transactions, as they smoke a considerable time, and reflect before giving a reply to any question. To visit them on business previously to their morning pipe, would only subject the intruder to their caprice and ill-humour. This vegetable still continues to form so considerable a branch of commerce in this country, that a store-room has lately been erected in the London Docks, for the exclusive purpose of housing tobacco, which covers with one roof a space of nearly six acres of ground, and which is perhaps the largest room ever built. This immense store-room is, when empty, an object of wonder; but on seeing it full of tobacco our amazement must be increased, by reflecting on the extent of our trade, and on the singular destination of such an enormous heap of half-putrefied leaves.—*Phillips*.

Segars are little rolls of tobacco manufactured in a peculiar way, and used for smoking without a pipe. Those made in Havannah are esteemed the best. Till lately the introduction of segars into this country has been totally prohibited. Now, however, they may be brought upon payment of the foregoing duty.—*Ed.*

Tobacco being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or ships of the

TOBACCO.

the country of which the goods are the produce, or in ships of the country from which the goods are imported. See this more fully in page 1.

Tobacco and snuff, prohibited to be imported, on pain of forfeiture, *viz.* unless in a ship of the burthen of 120 tons or upwards: and unless in hogsheads, casks, chests or cases, each of which shall contain, of neat tobacco or snuff, at least 100lb. weight if from the East Indies, or 450lb. weight if from any other place; and not packed in bags or packages within any such hogshead, cask, chest or case, nor separated, nor divided in any manner whatever; except tobacco of the dominions of the Turkish empire, which may be packed in inward bags or packages, or separated or divided in any manner within the outward package, provided such outward package be a hogshead, cask, chest, or case, and containing 450lb. net, at least: and unless the particular weight of tobacco or snuff in each hogshead, cask, chest, or case, with the tare of the same, be marked thereon; and unless into the ports of London, Liverpool, Bristol, Lancaster, Cowes, Falmouth, Whitehaven, Hull, Port Glasgow, Greenock, Leith, Newcastle-upon-Tyne, Plymouth, Belfast, Cork, Drogheda, Dublin, Galway, Limerick, Londonderry, Newry, Sligo, Waterford, and Wexford: but any ship wholly laden with tobacco may come into the ports of Cowes or Falmouth to wait for orders, and there remain fourteen days, provided due report of such ship be made by the master with the collector or controller of such port.

6 Geo. 4. c. 107. § 52 (a)

So much of the foregoing act as restricts in any way tobacco made up in rolls being the produce of and imported from the State of Colombia, and in packages containing at least 320lb. of such rolls of tobacco, is repealed.

7 Geo. 4. c. 48. § 6.

Tobacco-stalks stripped from the leaf, whether manufactured or not: tobacco-stalk flour and snuff-work, prohibited to be imported into the United Kingdom, *to be used therein*, on pain of forfeiture; but may be warehoused for exportation.

6 Geo. 4. c. 107. § 52.

Tobacco shall not be re-imported into the United Kingdom for *home use*, upon the ground that the same had been legally exported thence; but the same shall be deemed to be *foreign goods*, whether originally such or not, and shall also be deemed to be imported for the first time into the United Kingdom.

6 Geo. 4. c. 107. § 31.

AN ACCOUNT of the Number of Pounds Weight of Tobacco and Snuff paid up in the United Kingdom, in the Years 1823, 1824, and 1825, ending 5th January in each Year, and also the total Amount of Pounds Weight and Revenue in each Year.

Periods.	Unmanufactured Tobacco, the growth of the British Plantations, the United States, Turkey, and the East Indies.	Foreign (including Unmanufactured Tobacco, the growth of Cuba and South America) manufactured Tobacco and Snuff.	Total.	Total Receipt of Duty.		
	lb.	lb.	lb.	£.	s.	d.
Year ended 5th Jan. 1824	16,974,506	69,418	17,043,924	3,438,135	0	7½
Year ended 5th Jan. 1825	16,909,866	19,201	16,929,067	3,390,606	19	8½
Year ended 5th Jan. 1826	18,726,982½	34,263½	18,761,245½	3,310,370	1	1

(a) By Treasury Letter dated 21st Nov. 1825, it is stated that my lords are of opinion, that it was not the intention of Parliament, in the late Consolidation of the Regulations of the Customs, to abridge the privileges of the Islands of Guernsey, Jersey, Alderney, and Sark, as enjoyed under the usual construction of the acts then in force; and they therefore desire that such instructions be issued as will prevent the application of the prohibitions contained in the 52d section of the act, 6 Geo. 4. cap. 107. to the produce of those Islands.

TUR

TOBACCO-PIPES, the £100. value..... Duty 30 0 0

These articles are well known. There are large manufactories of them in England, especially in Bristol. They are rarely imported.—*Ed.*

TONGUES, the dozen..... Duty 0 3 0

Tongues are brought either pickled or dried, such as the rein-deer tongues, &c.—*Ed.*

TOOTH-POWDER, the £100 value. Duty 30 0 0

This is an article of a very miscellaneous character. It is presumed, from the numerous sorts advertised as of British making, that we can very well dispense with those made abroad, though they are occasionally brought from France, &c.—*Ed.*

TORNSAL, or Turnsole, the cwt. Duty 0 5 0

Tornsal, or Turnsole, is a plant cultivated principally in the South of Europe, and used in dyeing.—*Ed.*

TORTOISE-SHELL, unmanufactured, the lb. Duty 0 2 0

.... the produce of any British
possession in America, or
on the west coast of Africa,
the lb. Duty 0 1 0

By 7 Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

Tortoise-Shell, the shell, or rather scales, of the tortoise; used in inlaying, and in various other works, as for snuff-boxes, combs, &c. Mr. Catesby observes, that the hard strong covering which incloses all sorts of tortoises, is very improperly called a shell: being of a perfect bony contexture, but covered on the outside with scales, or rather plates, of a horny substance, which are what the workmen call tortoise-shell. There are two general kinds of tortoises, viz. the land and sea-tortoise. The sea-tortoise, again, is of several kinds; but it is the caret alone which furnishes that beautiful shell so much admired in Europe.—*Ency. Britan.*

TOUCH-STONES, the £100 value. Duty 20 0 0

Touch-stones are used to try metals on. They are found in Asia, and in different places in Europe.—*Ed.*

TOW. See Flax.

TOYS, the £100 value. Duty 20 0 0

Toys are brought principally from Holland, and form rather a considerable branch of trade. Those carved in wood bear the highest price.—*Ed.*

TREACLE OF VENICE, the lb. Duty 0 3 6

Treacle of Venice is prepared from several drugs. It took its name from the city of Venice, having been originally brought thence.—*Ed.*

TREES. See Plants.

TRUFFLES, the lb. Duty 0 2 6

Truffles, a sort of subterraneous production, or a kind of mushroom. In Italy, France, England, &c. they are eaten as a great dainty.—*Chambers.*

TURBITH, the lb. Duty 0 2 6

Drawback 0 1 8

Turbith

TUR

Turbith is a medicinal root, brought from the East Indies, particularly from Cambaya, Surat, and Goa; though others will have it, that the true turbith comes chiefly from Ceylon. It is the cortical part of the root of a species of convolvulus. That sold by our druggists is a longish root about the thickness of the finger, resinous, heavy, and of a brownish hue without, and whitish within. It is brought to us cloven in the middle, lengthwise, and the heart or woody matter taken out. The best is ponderous, not wrinkled, easy to break, and discovers to the eye a large quantity of resinous matter.

Turbith mineral, Turpethum minerale, is a name which the chemists give to a yellow precipitate of mercury.—*Chambers.*

TURKEY COMMODITIES, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly.—6. Geo. 4. c. 111. § 26.

For description of Turkey, see PART 6.

TURMERIC, the cwt.	Duty	0	10	0
——— the Produce of any British Possession in America, or on the West Coast of Africa				
the cwt.	Duty	0	3	0

[7 Geo. 4. c. 48.]

By 7. Geo. 4. c. 48. § 28, such goods shall not be deemed to be the produce of such places unless they be also imported from such places.

Turmeric is a root. Berthollet had an opportunity of examining some turmeric that came from Tobago, which was superior to that which is met with in commerce, both in the size of roots and in the abundance of the colouring particles. This substance is very rich in colour, and there is no other which gives a yellow colour of such brightness.—*Ure.*

TURNERY, not otherwise enumerated, the £100 value

Duty 30 0 0

Turnery. The art of fashioning hard bodies into a round or oval form in a lathe.—*Johnson.*

The art of turning is of considerable importance, as it contributes essentially to the perfection of many other arts. The architect uses it for many ornaments, both within and without highly finished houses. The mathematician, the astronomer, and the natural philosopher, have recourse to it, not only to embellish their instruments, but also to give them the necessary dimensions and precision: in short, it is absolutely necessary to the mechanist, the goldsmith, the watch-maker, the joiner, the smith, and others. With this instrument, it is said, the ancients turned all sorts of vases, many of which they enriched with figures and ornaments in basso-relievo.—*Scientific Gaz.*

TURNSOLE. See Torsal.

TURPENTINE, not being of greater value than 12s. the

cwt. thereof, the cwt.	Duty	0	4	4
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——— being of greater value than 12s. the cwt.

thereof, the cwt.	Duty	1	6	2
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Common Turpentine is about the consistence of honey, of an opaque, brownish, white colour, the coarsest, heaviest, and in smell and taste the most disagreeable, of all the kinds of turpentine. It is obtained from the wild pine, which is extremely resinous; insomuch that, if not evacuated of its juice, it often swells and bursts.—*Chambers.*

Canadian Turpentine, like the other turpentines, is a compound of a volatile oil and resin. It is obtained by incision from the bark of the tree, and imported in

VAR

casks, in a form of a very viscid liquid; it has a fragrant odour, and a warm bitter taste; it is diuretic, and generally stimulant, but scarcely ever used in medicine; it is a valuable ingredient in transparent varnishes.—*Brande*.

Turpentine of Strasburg is generally of a middle consistence between the two former, more transparent, and less tenacious than either, in colour yellowish brown, in smell more agreeable than any of the other turpentine, except the Chian; in taste the most bitter, yet least acrid. This juice is extracted, in different parts of Germany, from the silver and red fir, by cutting out, successively, narrow strips of the bark, from the height which a man can reach to within two feet of the ground.—*Chambers*.

TURPENTINE of Venice, Scio, or Cyprus, the lb. Duty 0 0 10
Drawback 0 0 6

Turpentine of Venice is usually thinner than any of the other sorts, of a clear whitish or pale yellowish colour, a hot, pungent, bitterish, disagreeable taste, and a strong smell, without the aromatic flavour of the Chian kind. The true Venice turpentine is said to be obtained from the larch-tree, growing in great abundance on the Alps and Pyrenees, and not uncommon in the English gardens.—*Chambers*.

Cyprus Turpentine is the produce of the pistacia terebinthus, a native of the South of Europe and of Barbary, cultivated in the islands of Chios and Cyprus, and not unfrequent in our gardens. This species of turpentine is fragrant and warm, but less acrid and bitter than the others, from which, however, it is not essentially different in medical virtues. It is said to be generally adulterated with common turpentine.—*Brande*.

TUTIÆ LAPIS. See Lapis.

TWINE, the cwt. Duty 1 11 0

A twisted thread made of hemp, in common use.—*Ed*.

U.

UTENSILS OF WAR, by way of merchandise, except by licence, from His Majesty for furnishing, His Majesty's public stores only, prohibited to be imported, on pain of forfeiture. 6 Geo. 4. c. 107. § 52.

V.

VALONIA, the cwt. Duty 0 1 6

A species of acorn imported from Italy, the Morea, and the Levant. It is used by tanners and dyers.—*Ed*.

VANELLOES, the lb. Duty 0 16 8

The plant which produces the fruit, called vanilla or banilla by the Spaniards, has a trailing stem, somewhat like the common ivy, but not so woody. The sort which is manufactured, grows not only in the Bay of Campeachy, but also at Carthage, at the Caraccas, Honduras, Darein, and Cayan. The fruit which is brought to Europe is of a dark brown colour, about six inches long, and scarcely an inch broad; wrinkled on the outside, and full of a vast number of black seeds, like grains of sand of a pleasant smell like balsam of Peru. They are used chiefly in perfumes: scarcely ever among us with any medical intention.—*Chambers*.

VARNISH, not otherwise enumerated, the £100 value

Duty 30 0 3

Lac-varnishes or lacquers consist of different resins in a state of solution, of which the most common are mastich, sandarach, lac, benzoin, copal, amber, and asphaltum. The menstrua are either expressed or essential oils, as also alcohol.—*Ure*.

Copal

VIN

Copal Varnish may be made by pouring on the purest lumps of copal, reduced to a fine mass in a mortar, colourless spirit of turpentine, till it stands about one-third higher than the copal. The mixture is to be triturated occasionally in the course of the day; next morning it may be poured off into a bottle, and is fit for use. Successive portions of oil of turpentine may be worked off the same copal. Camphorated oil of turpentine and oil of spike lavender will dissolve the copal without trituration; but this varnish, though good for drawings or prints, will not do for pictures, as it dissolves the paint underneath, and runs down while drying.—*The Chemist.*

VASES, ancient, not of stone or marble, the £100 value

Duty 5 0 0

Vases, ornamental urns, usually decorated with foliage, reliefs, &c.—*Crabb.*

VELLUM, the skin Duty 0 7 2

Vellum is a kind of parchment that is finer, evenner, and more white than the common parchment. The word is formed from the French *velin*, of the Latin *vitulinus*, “belonging to a calf.”—*Ency. Britan.*

VERDIGRIS, of all sorts, the lb. Duty 0 2 0

Verdigris is a kind of rust of copper, formed from the corrosion of copper by a fermented vegetable, and into a bluish-green substance, of great use among painters for a green colour. The greatest quantities of verdigris have been manufactured at Montpellier, the wines of Languedoc being very proper for this preparation.—*Chambers.*

VERJUICE, the tun. Duty 73 12 9

A kind of harsh, austere, vinegar, made of the expressed juice of the wild apple, or crab. The French give this name to unripe grapes, and to the sour liquor obtained from them.—*Urc.*

VERMICELLI, the lb. Duty 0 0 8

For description of, see Macaroni.

VERMILION, the lb. Duty 0 1 0

Vermilion is a bright and beautiful red colour, composed of quicksilver and sulphur, in great esteem among the ancients under the name of *minium*; but what goes by the name of minium amongst us, is a preparation of lead, known also by the name of red lead. A frequent ore of mercury is the red sulphuret, which is known by the name of *cinnabar*. The sulphuret of mercury is of various colours, from vermilion red to brown. Sometimes it effloresces on the surface of the ore, when it is called flowers of cinnabar, or native vermilion.—*Ency. Britan.*

VETCHES. See Tares.

VINEGAR, or Acetous Acid, the tun Duty 18 18 0

The varieties of acetic acids known in commerce are four; 1st, Wine vinegar; 2d, Malt vinegar; 3d, Sugar vinegar; 4th, Wood vinegar. Almost all the vinegar of the north of France being prepared at Orleans, the manufactory of that place has acquired such celebrity, as to render their process worthy of a separate consideration. Good vinegar may be made from a weak syrup, consisting of 18 oz. of sugar to every gallon of water. A crude vinegar has long been prepared for the calico printers, by subjecting wood in iron retorts, to a strong red heat. Stolze, apothecary at Halle, has discovered a method of purifying vinegar from wood, by treating it with sulphuric acid, manganese, and common salt, and afterwards distilling it over.—*Ure.*

Vinegar being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See this more fully in page 1.

By 7 and 8 Geo. 4. c. 56, § 16. from and after January 1, 1828, so much of such act as restricts, in manner before-mentioned, the importation of Vinegar, being the produce of Europe, is repealed.

WAT

VINELLOES. See Vanelloes.

W.

WAFERS, the lb. Duty 0 1 3

An article with which letters, &c. are sealed when wax is not used.—*Ed.*

WALES. NEW SOUTH, &c.

Certain Articles exempted from Duty—Certificate of Growth, &c. It shall be lawful to import into the United Kingdom any flax, and any wood being eight inches square or upwards, fit for ship-building, and any bark or any solid vegetable extract to be used solely for the purpose of tanning leather, such articles being the growth or produce of the colony of New South Wales, or any of the settlements or dependencies thereof, or of Norfolk Island, or Van Dieman's Land, or of New Zealand, and imported direct from the said places during the remainder of the period of ten years, from January 1st, 1823, *without payment of any duty whatever for the same*: provided always that before such goods shall be entered as being the growth or produce of any of the said places, except New Zealand, the master of the vessel importing the same shall produce and deliver to the collector or controller of customs at the port of importation a certificate, under the hand of the proper officer at the place where such goods were taken on board, testifying that proof had been made, in manner required or authorized by any law in force for the time being in such place, that such goods were of the growth or produce thereof, stating the name of the place, and the quantity and quality of the goods, and the name of the vessel in which they are laden, and of the master thereof; and such master shall also make oath before the collector or controller of customs at the port of importation, that such certificate was received by him at the place where such goods were taken on board, and that the goods so imported are the same as are mentioned and referred to in such certificate; and before any such goods shall be entered as being the produce of New Zealand, the master of the importing ship shall make oath, before the collector or controller of customs at the port of importation, that such goods were taken on board such ship at New Zealand. 6 Geo. 4. c. 111. § 10.

For descriptions of New South Wales and New Zealand, see PART 10.

WASHING BALLS, the lb. Duty 0 1 8

Washing Balls are made of soap purified and perfumed.—*Ed.*

WATCHES of Gold, Silver, or other Metal, the £100 value Duty 25 0 0

Watches, strictly taken, are all such movements as show the parts of time; as clocks are such as publish it, by striking on a bell, &c. But commonly the name *watch* is appropriated to such as are carried in the pocket; and *clock* to the large movements, whether they strike the hour or not. The invention of spring or pocket watches belongs to the present age.—*Ency. Britan.*

French watches were in great repute at one time. It is doubtful whether the French can now surpass us in the manufacture of watches. English chronometers are made to go with surprising accuracy. The annual prize of £300 has this year (1825) been awarded by the board of longitude, to Mr. W. Widinham, of East street, Red-lion-square, for the best chronometer, it having varied only one second and eighty-hundredths of a second on its mean daily rate during the twelve months. The prize of £200 has been awarded to Mr. J. M. French, of the Royal Exchange, for the second best chronometer, his having varied one second and eighty five hundredths of a second during the twelve months; eighty-five hundredths of a second during the last nine months: and forty-five hundredths of a second during the last six months, on its mean daily rate.—*Ed.*

Watches impressed with any mark or stamp, appearing to be, or to represent

WAX.

present any legal British assay, mark, or stamp, or purporting, by any mark or appearance, to be of the manufacture of the United Kingdom, or not having the name and place of abode of some foreign maker abroad, visible on the frame and also on the face, or not being in a complete state, with all the parts properly fixed in the case, see page 20.

WATCH-GLASSES, the £100 value..... Duty 20 0 0
and further, the cwt..... Duty 4 0 0

Watch-glasses are glasses used for protecting the faces of watches.—*Ed.*

WATER. Arquebusade, }
Citron, }
Cordial, } See Spirits.
Hungary, }
Lavender, }

Cologne Water, the flask, 30 of such flasks
containing not more than one gallon, Duty 0 1 0

Cologne, so named from the city in Germany, and now celebrated under the term of *Eau de Cologne*.—*Ed.*

Mineral or Natural Water, the dozen bottles, or
flasks, each bottle or flask not exceeding three
pints..... Duty 0 4 0

Those waters which contain such a quantity of saline or other foreign matter, as to be sensible to the taste, are termed mineral. They are found more or less in every country, and vary considerably in their composition, consequently in their action on the animal economy. Mineral waters are generally divided into four classes—hepatic, carbonated, chalybeate, and saline. The first, or hepatic, are characterized, and therefore readily distinguished, by a strong disagreeable smell, similar to that of rotten eggs, indicating the presence either of sulphuretted hydrogen or an hydrosulphuret. Under this class are also included those waters found near volcanoes which contain sulphurous acid, and which emit the odour of a sulphur match when burning. Carbonated waters are those which hold in suspension a large proportion of carbonic acid, and generally distinguished by an evolution of gas, which is seen to arise to the surface of the glass immediately after the water has been withdrawn from the spring, as in those of Seltzer and Pyrmont. These are not to be classed with waters giving off a small quantity when heated, as every water, upon exposure to the atmosphere, will be found to imbibe a certain portion of this gas. Mineral waters, containing a great excess of carbonic acid, have the property of reddening vegetable blues, but upon the application of heat the colour of the test returns to its original tint. Chalybeate waters are those which contain some salt of iron, likewise called ferruginous waters; they possess a strong metallic taste, changing to a deep brown or black colour upon affusion on tea leaves, or any other astringent vegetable matter. The fourth class of saline waters contain variable quantities of muriatic and sulphuric salts generally with base of lime, soda, and magnesia. The purgative waters of Cheltenham and Epsom are striking varieties of this class of mineral waters.—*Joyce.*

Strong Water. See Spirits.

WAX.

Wax is an oily concrete matter gathered by bees from plants. Proust says, that the bloom on fruit is real wax; and that it is wax spread over leaves which prevents them from being wetted, as on the cabbage leaf. He likewise finds it in the fecula of some vegetables, particularly in that of the small house-leek, in which it abounds. Huber, however, asserts, from his observations, that the wax in bee-hives is an artificial production, made by the bees from honey; that they cannot procure it, unless they have honey or sugar for the purpose; and that raw sugar affords more than honey. It was considered as a resin, from some properties common to it with resins. Wax is employed for many purposes in several arts.

WHA

It is also used in medicine, as a softening emollient, and relaxing remedy: but it is only used externally, mixed with other substances.—*Ure*.

Foreign wax is chiefly imported from the Baltic, the Levant, and the coast of Barbary.—*Brandé*.

WAX, Bees Wax, <i>Unmanufactured</i> , the cwt.....	Duty	3	6	6
.... <i>Unmanufactured</i> , imported from any British possession within the limits of the East India Company's Charter, the cwt.....	Duty	2	6	6

[7 Geo. 4. c. 48.]

.... the produce of, and imported from, any other British possession, the cwt.....	Duty	2	6	6
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.... White, or <i>Manufactured</i> , the cwt.....	Duty	6	3	6
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— Myrtle Wax, the lb.	Duty	0	1	0
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Myrtle Wax is obtained from the berries of a North American Shrub. It is of a pale green colour and is used in making candles.—*Ed*.

— Sealing Wax, the £100 value.	Duty	30	0	0
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Sealing wax is a composition of gum lac, melted and prepared with resins, and coloured with some suitable pigment. There are two kinds of sealing-wax in use; the one hard, intended for sealing letters, and other such purposes; the other soft, designed for receiving the impressions of seals of office to charters, patents, and such written instruments.—*Ency. Britan*.

WELD, the cwt.....	Duty	0	1	0
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Weld is a plant used by the dyers, to give a yellow colour. This plant grows wild on dry grounds; but it is also cultivated for use.—*Ency. Britan*.

WHALE FINS, taken and caught by the crew of a British ship, and imported direct from the Fishery, or from any British possession, in a British ship, the ton.....	Duty	1	0	0
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— of Foreign fishing, the ton.....	Duty	95	0	0
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For an account of the quantity of whale fins imported, see Train Oil, in Oil.

Whale Fins. A name improperly given to whalebone.—*Chambers*.

Whale Fins. These are somewhat similar in construction to the anterior extremities of quadrupeds.—*Ency. Britan*.

Whalebone, the fin of a whale; the fin of a whale cut and used in making stays.—*Ash*.

Whalebone. This is a substance peculiar to the whale. It is of the same nature as horn. It is extremely elastic. There are two kinds of whalebone. One kind is got from the large whale; the other from a smaller species. It is placed in the inside of the mouth, and is attached to the upper jaw. It consists of thin plates of different sizes in different parts of the mouth. The length and the breadth of the whalebone, although not always, in general correspond pretty nearly; those plates that are longest being also the broadest. In the year 1594, some English ships made a voyage to Cape Breton, at the entrance of the bay of St. Lawrence, some for the morse fishing, and others for the whale fishing. This seems to have been among their first attempts in this trade. The fishing proved unsuccessful; but they found in an island 800 whale fins or whalebone, part of the cargo of a Biscayan ship wrecked there three years before, which they put on board and brought home. This was the first time that this substance was imported into England.

A patent was granted in October, 1806, to Robert Bowman of Leith, in Scotland, for making hats, caps, and bonnets for men and women, of whalebone, harps for harping or cleansing corn or grain; and also the bottoms of sieves and riddles, and girths for horses; and also a cloth or webbing for making into hats, caps, &c.; and for the backs and seats of chairs, and sofas, gigs, coaches, and other

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other similar carriages; and the bottoms of bed, as also reeds for weavers.—*Ency. Britan.*

WHEAT. See Corn.

WHIPCORD, the lb. Duty 0 5 0
Whipcord, a well known article of which lashes of whips are made.—*Ed.*

WINE, the produce of His Majesty's settlement of the
Cape of Good Hope, or the territories or dependen-
cies thereof, imported directly thence, until
6th January, 1830, the gallon. Duty 0 2 5

Drawback 0 2 5

.... after 5th January, 1830, the gallon. Duty 0 3 0

Drawback 0 3 0

—— French Wine, the gallon. Duty 0 7 3

Drawback 0 7 3

—— not otherwise enumerated, (*viz.* all wines except

Cape and French), the gallon. Duty 0 4 10

Drawback 0 4 10

WINE LEES, subject to the same duty as wine, but no drawback is allowed on the lees of wine exported.

Wine lees are merely the dregs of the wine.—*Ed.*

WINE prohibited to be imported, on pain of forfeiture, unless in a ship of the burthen of 60 tons or upwards; and in casks containing not less than 21 gallons, or in cases containing not less than three dozen reputed quart bottles, or six dozen reputed pint bottles, except for *private use*, and with leave of the commissioners of customs. 6 Geo. 4. c. 107. § 52.

Wine being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

Wines of the growth of France or Germany, Spain, the islands of the Canaries, or Portugal, Madeira, or Western Islands, imported in Foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111.

No abatement of duties shall be made on account of any damage received by wine. 6 Geo. 4. c. 107. § 30.

Certificate of Produce of Cape Wine. Before any wine shall be entered as being the produce of the Cape of Good Hope, the master of the ship importing the same shall deliver to the collector or controller, a certificate under the hand of the proper officer of the Cape of Good Hope, testifying that proof had been made in manner required by law, that such wine is of the produce of the Cape of Good Hope, or the dependencies thereof, stating the quantity and sort of such wine, and the number and denomination of the packages containing the same; and such master shall also make oath before the collector or controller that such certificate was received by him at the Cape of Good Hope, and that the wine so imported is the same as is mentioned therein. 6 Geo. 4. c. 107. § 37.

For Accounts of Cape Wine Imported, see at the end of Wine.

Dr. Henderson, in his elaborate "*History of Ancient and Modern Wines*," enumerates upwards of four hundred different sorts of wines. The following information of those in most general use, is taken from the Doctor's work. Morewood's "*History of Inebriating Liquors*," and "*The Topography of all the known Vineyards*," also contain much useful matter.—*Ed.*

Cape Wine.—The plants of the Cape vineyards are said to have been brought from Persia and the banks of the Rhine; but, under the new names which have

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been assigned to them, it is impossible to recognise the species. That called groene druif is the sort most extensively cultivated, and chiefly used in the manufacture of the wine so well known to us under the denomination of Cape Madeira. The steen druif, which is less productive, gives a wine resembling Rhenish. Among the other varieties are the lacryma Christi, Pontac, Frontignan, and muscadel grapes, from which the richer wines are procured. In the year 1821, the number of vines in bearing was calculated as 22,400,000; and the total quantity of wine grown in the colony, at 21,333 pipes. From the usual mode of treating the vintage at the Cape, it is no wonder that a large proportion of the wines should prove execrable. The only exceptions that deserve to be noticed are the growths of Great and Little Constantia, two contiguous farms situated at the eastern base of the Table Mountain, between eight and nine miles from Cape Town; the former producing the red sweet wine, which takes the name of Constantia,—the latter, the white sort, and also a wine called Cape Hock. As has been already hinted, the soil here is of a better quality than in most of the adjacent vineyards; consisting chiefly of decomposed sand-stone. The vintage, too, is conducted with greater care; the grapes being picked, and freed from the stalks and other impurities, before they are pressed. As the whole quantity of sweet wine annually made in the two vineyards does not exceed eighty-five pipes, the price is necessarily high. Formerly the Dutch East India Company had the monopoly of the sale, which they relinquished on condition of receiving sixty half ohms (or nineteen hogsheads) from each farm, at the fixed price of twenty-five rix-dollars the half ohm. Some years ago, the half ohm could not be purchased at the Cape for less than two hundred rix-dollars; but latterly it has fallen to one hundred and fifty rix-dollars; and the formation of an extensive vineyard on the contiguous farm of Witteboom, which is expected to furnish a wine of equal goodness with that of Constantia, will probably soon occasion a further reduction of the price. Although the vintages of Constantia are exempt from any disagreeable taste, and are deservedly esteemed for their surpassing richness; yet, in point of flavour and aroma, they yield to the muscadine wines of Languedoc and Rousillon, and the malmsies of Paxarete and Malaga. It is chiefly, therefore, owing to their rarity and extreme costliness, that they have acquired such celebrity. Some inferior muscadel wines are occasionally introduced into the market under their name.—*Henderson*.

Burgundy.—We are told by Jullien, that the ordinary wines of first and second quality,—the inferior produce of the vineyards of Vosne, Nuits, Volnay, Pomard, Beaune, Chambolle, and Morey, are often exported, under the denomination of the best, to those countries where the first qualities are not duly appreciated; (a) and, indeed, the practice in question is notorious, not only in Burgundy, but in all parts of the world where wine forms an article of commerce.

The choice red growths, in the Côte d'Or, are the Romanée Conti, Clos-Vougeot, Chambertin, Richebourg, Romanée de Saint Vivant, Tache, and St. George. These, with the exception of the Chambertin, are all produced in the territories of Nuits and Vosne, and are distinguished by their beautiful colour and exquisite flavour and aroma, combining, in a greater degree than any other wines, the qualities of lightness and delicacy with richness and fullness of body. In common with the remaining Burgundy wines, they have a peculiar vinous pungency, which may be occasionally perceived in some of the more perfect Italian and Spanish light wines, but which, at the same time, is altogether distinct from the sharpness that belongs to the vini piccanti, properly so called; the latter being of a more acidulous nature.—*Henderson*.

Claret.—The excellence of the Bordelais growths has been celebrated by Ausonius; and there is, perhaps, no class of wines which has maintained its ancient repute more uniformly. At present they unquestionably rank as the most perfect which France produces; and as they keep extremely well, and are even improved by sea carriage, they are freely exported to all parts of the world. The strong rough growths of the Palus, and other districts, are frequently bought up, for the

(a) Topographie de tous les Vignobles, p. 112.

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purpose of strengthening the ordinary wines of Medoc; and there is even a particular manufacture, called *travail à l'Anglaise*, which consists in adding to each hogshead of Bordeaux wine three or four gallons of Alicant or Benicarlo, half a gallon of stum wine, and sometimes a small quantity of Hermitage. This mixture undergoes a slight degree of fermentation; and, when the whole is sufficiently fretted in, it is exported under the name of claret. A great proportion of the wine, however, which is drunk under this denomination, is nothing but the *vin ordinaire*, or, at best, the secondary growths of the country. In favourable years, the produce of Lafitte, Latour, and Château Margaux, sells at from three thousand to three thousand three hundred francs the tun, which contains two hundred and forty-two gallons; and when they have been kept in the chais, or vault, for six years, the price is doubled; so that, even in Bordeaux, a bottle of the best wine cannot be purchased at less than six francs. "During twenty years that I have been living at Bordeaux," says one of Rozière's correspondents, "I have not tasted three times any wine of the first quality; yet I am in the way of knowing it, and getting it when it is to be had. The wines of the year 1784 were so superior to those of other years, that I have never met with any thing like them." (a)

Of the red wines of the Bordelais, the Lafitte, Latour, Château Margaux, and Haut-Brion, are so greatly esteemed, that they always sell from twenty to twenty-five per cent. higher than any others of the province. The first-mentioned is the most choice and delicate, and is characterized by its silky softness on the palate, and its charming perfume, which partakes of the nature of the violet and the raspberry. The Latour has a fuller body, and, at the same time, a considerable aroma, but wants the softness of the Lafitte. The Château Margaux, on the other hand, slighter, and possesses all the delicate qualities of the Lafitte, except that it has not quite so high a flavour. The Haut-Brion, again, has more spirit and body than any of the preceding, but is rough, when new, and requires to be kept six or seven years in the wood; while the others become fit for bottling in much less time.—*Henderson*.

Champagne, White.—Among the white wines of Champagne, the first rank is usually assigned to those of Sillery; under which name is comprehended the produce of the vineyards of Verzenay, Mailly, Raumont, &c. situate at the north-eastern termination of the chain of hills that separates the Marne from the Vesle, and belonging formerly to the Marquess of Sillery. It is a dry, still liquor, of a light amber colour, with considerable body, and a flavour somewhat analogous to that of the first growths of the Rhine; and, being one of the best fermented Champagne wines, may be drunk with the greatest safety. Having been originally brought into vogue by the peculiar care bestowed on the manufacture of it by the Maréchale d'Estrées, it was long known by the name of *vin de la Maréchale*. It has always been in much request in England, probably on account of its superior strength and durable quality. It is usually drunk iced.

Champagne, Pink.—In order to procure the wine known by the designation of Pink Champagne the grapes are first slightly trodden and freed from the stalks, and the fermentation is allowed to commence before they are subjected to the press, in order to facilitate the solution of the colouring matter. After this, the process is managed in the same way as with the white wines. At present the pink Champagne is less in request than the colourless, and has in fact nothing to entitle it to the preference. An inferior sort is manufactured, by adding a few drops of a liquor obtained from the decoction of elder-berries with cream of tartar, which is called *vin de Fimes*, from the town where it is prepared.

Champagne, Red.—The wines of the higher grounds are generally put into bottles in the month of November following the vintage; but the produce of the Clos St. Thierry will be improved by being allowed to remain on its lees a year or two longer. When these wines are bottled in spring, they are apt to retain a slight degree of fermentation, and to have a very disagreeable taste.

(a) *Traité sur la Culture de la Vigne*, tom. i. p. 80.

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All these wines, when well made, and placed in cool cellars, will retain their good qualities from ten to twenty years. The creaming wine of Ay has been known to keep, and continue to improve, even for a longer period; acquiring only that slight bitterness which characterizes all old wines. The vaults in which they are stored, at Reims, Epernay, Avise, &c. are excavated in a rock of calcareous tufa to the depth of thirty or forty feet. In those of M. Moët, at Epernay, which are the best, as well as the most extensive, the thermometer generally indicates a temperature of fifty-four degrees of Fahrenheit, and the variation from winter to summer does not amount to one degree.

It is almost unnecessary to observe, that the briskest wines keep the worst. This property is liable to be affected by several causes, such as exposure to air, the position in the cellar, the quality of the glass of which the bottles are made, and various other circumstances, which are often very difficult to determine.—*Henderson.*

The following account of the average annual produce of the French vineyards and wines of the claret species is from the work of Mr. Wm. Frank, recently published at Bourdeaux.

Vin de Blaye	40,000 tuns.
Libourne.....	60,000
Larial	35,000
Bazas	10,000
Bourdeaux	85,000
Lesparre.....	20,000
	250,000

Rhenish, German, and Hungary Wine.—At the head of the Rhinegau wines is the *Johannisberger*, grown on the south side of the hill of that name, a little below Mentz, which was first planted by the monks of the abbey of *Johannisberg*, about the end of the eleventh century. The choicest produce is called *Schoss-Johannisberger*, and is indebted for its celebrity to its high flavour and perfume, and the almost total absence of acidity. Formerly the best exposures of the hill were the property of the Bishop of Fulda, and it was only by favour that a few bottles of the prime vintages could be obtained from his lordship's cellars. On the secularization of the ecclesiastical states, the Prince of Orange became possessor of the domain; and latterly it has been transferred to Prince von Metternich. During these changes, a considerable quantity of the wine has come into the market: but a portion of that which grows at the foot of the hill is always to be had; and even this is preferable in point of flavour to most of the other Rhine wines, and bears a high price.

Next to *Johannisberger* may be ranked the produce of the *Steinberg* vineyard, which belonged to the suppressed monastery of *Eberbach*, and is now the property of the Grand Duke of Nassau. It is the strongest of all the Rhine wines, and, in favourable years, has much sweetness and delicacy of flavour. That of 1811 is compared by Ritter to the drier kind of *Luñel*, and has been sold on the spot as high as five and a half florins, or half a guinea the bottle. The quantity made is about three hundred hogsheads, of which sixty are of first-rate quality. Some persons, however, give the preference to the *Rudesheimer* wine, which grows on the hill opposite to *Bingen*.

The vineyard of *Grafenberg*, which was another appanage of the wealthy convent of *Eberbach*, but of much less extent than the *Steinberg*, is still distinguished by the choiceness of its growths. Those of *Markebrunne*, in the same neighbourhood, and of *Rothenberg*, near *Geisenheim*, afford wines which are prized for their softness and delicate flavour.

All the above-mentioned wines are white. Of red wines, the only kind worthy of notice in the Rhinegau is grown at *Asmanshausen*, a little below *Rudesheim*.

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In good years it is scarcely inferior to some of the better sorts of Burgundy; but the quantity produced is small, and other wines are often substituted under its name.

The Hocheimer, as before observed, is, strictly speaking, a Mayn wine; but a corruption of its name has long furnished the appellation by which the first growths of the Rhine are usually designated in this country. (a) The two chief vineyards at Hochheim were in former times the property of the Deans of Mentz, and do not exceed twenty-five or thirty acres in extent; but the surrounding land yields an abundant produce, which, as in the case of other wines, often passes for the first-rate.

In the present day, though Hochheimer still maintains a high character, yet it must give place to the choicer produce of the Rhinegau.

Among the Rhenish wines, commonly so called, the Liebfrauenmilch, which is grown near Worms, and the Scharlachberger, from the neighbourhood of Bingen, rank as the best kinds, and possess considerable body, flavour, and aroma. Those of Nierstein, Laubenheim, and Bodenheim, are of a lighter quality, but have a delicate perfume and taste. Most of the other growths of the Upper and Lower Rhine can only be classed with the first-rate ordinary wines.

Except in very favourable seasons, the Moselle wines generally fall into the same rank. But the produce of certain spots on the banks of the river, such as Brauenberg, Pisport, Zeltingen, Wehlen, and Graach, is often of superior quality. The better sorts are clear and dry, with a light pleasant flavour and high aroma, not unlike that of the best Graves wines; but sometimes contract a slaty taste from the strata on which they grow. They arrive at maturity in five or six years; though, when made in a favourable season, they will keep twice that time, without experiencing any deterioration.

Of the remaining German wines, few are deserving of particular notice.

Hungary contains numerous vineyards; but as they are chiefly in the hands of the peasantry, who pay little attention to the selection of the grapes, or the separation of the ripe from the unripe fruit, the good wines which this country furnishes are limited to a few districts. The excellence, however, of the Tokay, and some other kinds, shows to what perfection the produce of the Hungarian vines may be brought by a more careful system of management.

The *Tokay wine*, although it takes its name from the town or hill of Tokay, is, properly speaking, the produce of various vineyards in the tract of country which extends twenty-five or thirty miles to the North-west of Tokay, and is called the Hegallya, or Submontine district.

When new, the Tokay wines are of a brownish yellow colour, and exhale a peculiar odour, which has been compared to the smell of pumpernickel (a species of bread used in some parts of Germany, and made of unbolted rye). When very old, the colour is said to change to greenish.

The ausbruch, however, is not confined to Tokay, but is made at St. Georgy, Eedenburg, Ratchdorf, and in Sirmien; and the red Méneser ausbruch is by some preferred to Tokay. It is less cloying, but has a rich, aromatic, and somewhat pungent flavour, similar to that of the finer Italian sweet wines. According to Dr. Bright, the Sirmien vineyards, which had been destroyed and long neglected after the battle of Mohacs, have again become very productive, and yield, besides the ausbruch, a particular sort of sweet and strong red wine, called Schiller wine, which is in great repute. The Schiracker, made in the Nagyhonter Comitatus, is said to resemble Champagne. (b) The best Hungarian table-wines come from Erlau; the next best, from Ofen.—*Henderson.*

(a) Hock is the contraction of Hockamore, which, again, is evidently a corruption of Höcheimer, according to English accent and pronunciation. As the term Rhenish is commonly understood to denote an inferior quality, I have, to avoid confusion, adopted the foreign distinction of Rhine wines, when speaking of the growths of the Rhinegau, Hochheim, and the neighbourhood.

(b) *Travels through Lower Hungary*, p. 418—20.

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Italian Wines.—The Aleatico, or red muscadine, which is produced in the highest perfection at Montepulciano, between Sienna and the Papal state; at Monte-Catini, in the Val di Nievole; and at Ponte-a-Moriano, in the Lucchese territory, and of which the name in some measure expresses the rich quality; has a brilliant purple colour, and a luscious aromatic flavour, but without being cloying to the palate, as its sweetness is generally tempered with an agreeable sharpness and astringency. It is, in fact, one of the best specimens of the dolce-piccanti wines; and probably approaches more than any other to some of the most esteemed wines of the ancients. The rocky hills of Chianti, near Sienna, furnish another sort of red wine, which is made from a different species of grape, equally sweet, but rather less aromatic: and at Artimino, an ancient villa of the Grand Dukes, an excellent claret is grown, which Redi places before the wine of Avignon. The wine of Carmignano is also held in much estimation.

These are the chief red wines of Tuscany. Formerly several white sorts were made, of which the Verdea, so called from its colour inclining to green, was in high repute. The best used to be made at Arcetri, in the vicinity of Florence. Next to it ranks the Trebbiano, so called from the grape of that name, and much extolled for its golden colour and exquisite sweetness; being, in fact, rather a syrup than wine. For making it the sweetest grapes are chosen, and, according to Alamanni, partly dried in the sun, after having had their stalks twisted. It appears from Sismondi's account, that most of the Tuscan white sweet wines now pass under the denomination of Trebbiano; but there is very little made, the white grapes being chiefly consumed in the manufacture of red wines.

In the Papal states, the light white muscadell wines of Albano and Montefiascone, and the red and white wines of Orvieto, are the only kinds deserving of particular mention; but as they do not bear distant carriage, they are seldom met with out of the country where they are produced.—*Henderson.*

Madeira Wines.—Few of my readers can require to be told of the extraordinary durability of the Madeira wines. Like the ancient vintages of the Surrentine hills, they are truly “firmissima vina,” retaining their qualities unimpaired in both extremes of climate, suffering no decay, and constantly improving, as they advance in age. Indeed, they cannot be pronounced in condition until they have been kept eight or ten years in the wood, and afterwards allowed to mellow nearly twice that time in bottle: and even then, they will hardly have reached the utmost perfection, of which they are susceptible. When of good quality, and matured in the manner above described, they lose all their original harshness, and acquire that agreeable pungency, that bitter sweetness, which was so highly prized in the choicest wines of antiquity, uniting great strength and richness of flavour, with an exceedingly fragrant and diffusible aroma. The nutty taste, which is often very marked, is not communicated, as some have imagined, by means of bitter-almonds, but is inherent in the wine.

It will be readily understood, that these observations apply more particularly to the white wines; for to the red, as already stated, the same degree of permanence cannot be ascribed. But those who have formed their opinion of Madeira wine from the cargoes which have been lately imported into this country, may think that I have over-rated its virtues, and conferred on it a distinction which it cannot fairly claim. The truth is, that Madeira, like all other wine countries, furnishes, along with a few superior growths, a great many of indifferent quality. Even on the south side of the island, two-thirds of the wines are of secondary order; and, on the north side, the greater part of the produce is of a very inferior description. In former times, England received only a small quantity of Madeira wine, and that of first-rate quality: but during the last twenty years, the increasing demand for this wine, co-operating with the impediments which the late war had opposed to our trade with Spain and Portugal, has led to the importation of a large quantity of the common sorts; and these, being sold far above their value, have necessarily brought the whole into disrepute, at least among those who are not aware of the distinctions above mentioned.

The demand for Madeira wines in the American colonies, to which, at one period,

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period, they were alone exported, first led to a knowledge of the benefit they derive from removal to a warm climate; and since they have come into use among the nations of Europe, it has been usual to prepare them for particular markets, by a voyage to the East or West Indies. The cargoes which have been thus matured, necessarily sell for much higher prices than those which have been imported directly from Madeira; but it does not follow, that the wines which have made the longest voyage, and been transported to the hottest country, are always the best. Much will depend on the original quality of the wine, on the degree of fermentation which it had previously undergone, and on the quantity of brandy which had been mixed with it. Although many choice samples are returned from the East Indies, yet a large proportion of them want the full flavour of the *West India Madeira*, as it is called, and are more liable to acidity. This inferiority, however, is not attributable to the difference of climate, but to the circumstances under which the wine is shipped. A considerable part of the cargoes conveyed to the East Indies, with the view of being prepared for the London market, is purchased on speculation, and on long credit, or in barter for goods, and often, it may be added, by unskilful judges of wine. Hence the best growths are not always furnished, and the wine in question is sometimes contemptuously distinguished, among the merchants, by the name of Truck, or Barter-Madeira.—*Henderson.*

Neapolitan Wines.—The wines of the Neapolitan territory maintain a much higher character, especially the sweet wines which grow on the volcanic soils of Vesuvius, of which there are three principal sorts; viz. 1st, the *Lacrima Christi*, a red luscious wine, better known by name than in reality, as it is made but in small quantity, and chiefly reserved for the royal cellars; 2dly, a muscadine wine of a rich amber colour, and fragrant aroma; and 3dly, the *Vino Greco*, also a sweet wine, deriving its appellation from the grape that yields it. The best *lacrima* is that of Monte Somma and Galitte; but many of the second-rate wines made in the vicinity, as those of Pozzuolo, Ischia, Nola, Ottogiano, Novella, and Torre del Greco, take the name of *lacrima*, and pass in commerce for the first growths. Several parts of Calabria, particularly the environs of Tarento, Bari, and Reggio, produce excellent sweet wines, as well as some dry, which have been thought to approach to the secondary kinds of Burgundy.—*Henderson.*

Portugal Wines.—That the district of the Alto Douro does produce some excellent growths, which may vie with the best that France or any other wine country can boast, I am not disposed to deny: but these superior growths are rare, and, for the reasons already stated, they are still more rarely met with in their pure and unadulterated condition. Once or twice, but certainly not oftener, I have tasted such wines, which seemed to be free from any admixture of brandy, and which, with the firmness of Port, united the rich flavour and aroma of the choicest Burgundy vintages. Though extremely old, they preserved their colour entire. Certain of the late importations, too, particularly the wines of 1820, which was a highly favourable year, are of improved quality; and, being of a full and strong body, have been sent to this country with a less addition of brandy than has been usually given to the wines destined for the English market.

Several other territories furnish wines of a quality equal, if not superior, to those of the Douro, and in considerable abundance. Thus the growths of Alenquer, Torres Vedras, Lamego, and Monção, which last, in particular, possesses a high celebrity, have been described by Nunes de Leon as sufficient for the supply of a kingdom. In general, these lighter red wines may be considered as resembling the secondary growths of the Bordelais. The Colares, which is grown at the place of that name near Cintra, is almost the only one which finds its way to this country, where it passes under the denomination of Colares Port. The chief white sorts which come to us, are the dry wines of Termó, near the mouth of the Douro; Bucellas, a few miles above Lisbon; and Setúbal, in the province of Estremadura; all of them of very good quality, and, when not spoiled by brandy, of a delicate flavour not unlike some of the stronger French white wines. The sweet wines of

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Carcavellos and the muscadine of Setuval are too well known to require description. As the growths of the last-mentioned territory are for the most part exported from Lisbon, they usually come into the market as Lisbon wines. Murphy praises the wine of Barra-a-Barra, in the vicinity of Lavadio, as being one of the richest that Portugal produces. The common Portuguese wines are, in general, inferior to those of Spain.—*Henderson*.

Fayal Wines. A light kind of wine imported from Fayal, one of the Azores. It approaches nearest to Teneriffe wine; and is generally used at dinner before the cloth is removed, and therefore termed *dinner wine*.—*Ed*.

Sicilian Wines. Contrary to what occurs in Italy, the white wines here are most numerous, and also by far the best. Those of Mazzara and Marsala, which have been long known in England, greatly resemble some of the Lisbon or Termo wines, or the lighter kinds of Madeira. The red and white muscadine wines of Syracuse are also occasionally met with, but do not equal the choicest Tuscan vintages. Within these few years, the free trade which has been carried on between this country and Sicily, has brought us fully acquainted with the growths of the hills at the foot of Mount Etna, which may be regarded as one vast vineyard, producing a great variety of wines, according to the different soils and exposures. But, either from the mistaken notions which the Sicilian wine-dealers have formed of our taste in wine, or from their cupidity, which has led them to export a number of the inferior growths disguised with brandy, this species of adulteration has been carried to an unexampled extent in most of the cargoes that have been recently imported from that district: and as the Sicilian brandy has a peculiarly harsh flavour, which no treatment will mellow, and no age subdue, the wines in question have deservedly fallen into disrepute, having all the worst qualities of the worst Port and Madeira.—*Henderson*.

Spanish Wines. In Andalusia the best wines are grown, particularly at Xeres de la Frontera, near Cadiz, and the adjoining territories. The greater part of the vines at SanLucar, Xeres, and Trabuegna, are planted on hills of albariza. They yield twice the quantity of wine that is afforded by plants growing on the barros. Several of the vineyards of Xeres and San Lucar, however, are situated on soils of barros and arenas. There are some plantations on the bugeo at Xeres and San Lucar. The vines of the latter territory are generally placed at from four and a half to six feet asunder. For making the Sherry wines, red and white grapes are used indiscriminately. The driest species of Sherry is the Amontillado, made in imitation of the wine of Montilla, near Cordova. As the quantity manufactured is very limited, it sells much higher than the other kinds. In the year 1789, the vineyard lands around Xeres were estimated at 8245 arranzadas, or 7824 English acres, and their produce at 12,000 butts, of which between 6 and 7,000 butts were exported. When Mr. Jacob travelled, the quantity of wine annually made is stated to have been about 40,000 pipes. Of this, 25,000 were supposed to be consumed at Xeres, Cadiz, and in the vicinity; and 15,000 exported, of which about 7,000 were destined for the English market. Paxarete, an ancient monastery, about five miles from Xeres, gives its name to a rich and highly esteemed malmsey wine, which is procured from the Pedro Ximen, and other rich grapes, growing on the chalky soils of the surrounding territory. The Tintilla, or Tinto di Rota, so called from the town of that name, is the only red wine of Andalusia worthy of notice. It is a generous sweet wine, with a strong spicy flavour; but its richness and heaviness disqualify it for common use, and it is therefore chiefly drunk as a cordial. Of the district known by the name of Axarquia, the last vintage of the year is in October and November; and produces those wines called in Spain and her colonies *Malaga*, and in England, *Mountain*. Other species of wine made in the vicinity of Malaga are the Pedro Ximenes; the Guinda, which is merely the common sweet wine of the mountains, with a mixture of the juice of cherries, and is not much valued here; and the Lagrima de Malaga, a sweet wine resembling Constantia, which, though highly valued by the Spaniards,

WINE.

is not agreeable to an English palate. The Pedro Ximenes, mentioned in the above paragraph, receives its name from a grape which is said to have been imported from the banks of the Rhine by an individual called Pedro Simon (corrupted to Zimen, or Zimenes), and is one of the richest and most delicate of the Malaga wines, resembling very much the malmsey of Paxarete. At Alicant, in the province of Valencia, a vino tinto is procured from the tintilla grape, which resembles the Rota wine. Like the Rota, it is chiefly used for medicinal purposes. Valencia also produces several other generous red wines; as those of La Torre, near Murviedro; Peralez and Segorbe, in the interior; and Vinaroz and Benicarlo, on the sea-coast. From the last-mentioned port a great quantity of wine is annually shipped for Cette, whence it is carried by the canal of Languedoc and the Garonne to Bourdeaux, for the purpose of being mixed with the poorer wines of the Bordelais. The island of Majorca furnishes several wines of sufficiently good quality to bear exportation; among which those made in the district of Benesalem, three leagues from Palma, are accounted the best, at least of the red growths. At Banalbusa is grown the white wine known under the name of *Alba flor*, which, though it has rather less aroma, approaches in flavour to the growths of *Sauterne*. Minorca also produces some wines of a similar kind.—*Henderson*.

Teneriffe Wines, &c. Of the Canary wines, several approach to the Madeira in quality; and the produce of the island of Teneriffe, in particular, often passes under that name. It is derived from the same species of grapes, and a similar soil: but although the temperature is higher and more steady, the Teneriffe wine has never the full body and rich flavour of the best growths of Madeira. Formerly a large quantity of sweet wine was manufactured here, but latterly the increasing demand for the dry wines has induced the growers to confine their attention almost solely to this class. If, however, we may credit Glas, some of the Teneriffe wines, which, when new, are dry, have the property of turning sweet by age. That they often become more mild and less acid, as the insensible fermentation advances, may be readily conceived; but that a dry wine should ever become a sweet wine properly so called, by any length of keeping, is contrary to all established principles.

The soils of Palma are also volcanic. "The east side," as we learn from the author just named, "produces good wines of a different taste and flavour from those of Teneriffe. The dry wine is of a thin body and yellow colour. The malvasia is not so luscious or strong as that of Teneriffe, but when it is about three years old has the flavour of a rich and ripe pine-apple; but these wines are of very difficult preservation when exported, especially to cold climates, where they often turn sour." With respect to this last particular, however, Glas's account cannot be altogether correct; for Palma sack was formerly known all over Europe, as one of the soundest and most durable sweet wines.—*Henderson*.

AN ACCOUNT of the Quantity of Wine in Bottle for Home Consumption, Imported into the United Kingdom in the Years 1820, 1821, 1822, 1823, and 1824.

	French.	Foreign not French.	Cape.
	Gallons.	Gallons.	Gallons.
Year 1820.....	64,427	7,914	150
1821.....	64,096	10,115	237
1822.....	60,615	11,285	225
1823.....	69,954	10,650	177
1824.....	72,078	11,769	30

AN ACCOUNT of the Number of Gallons of French Wine, of Foreign Wine not French, and of Cape Wine, in Bond, in the United Kingdom; showing the Number of Gallons in England, in Scotland, and in Ireland, on the 28th February 1825.

	French Wine.	Foreign Wine not French.	Cape Wine.
	Gallons.	Gallons.	Gallons.
England.....	172,092	6,927,977	696,174
Scotland	14,738	476,387	19,867
Ireland	16,440	632,116	103,914
Total.....	203,270	8,036,480	819,955

AN ACCOUNT of the Number of Gallons of French Wine, of Foreign Wine not French, and of Cape Wine, in the Stocks of the entered Dealers in the United Kingdom; showing the Number of Gallons in England, in Ireland, and in Scotland, on the 28th February 1825.

	French Wine.	Foreign Wine not French.	Cape Wine.
	Gallons.	Gallons.	Gallons.
England.....	267,915	4,772,166	376,218
Scotland	34,432	278,114	26,276
Ireland	35,670	260,078	69,888
Total.....	338,017	5,310,358	472,382

WIRE, Brass or Copper, not otherwise enumerated, the

cwt.....	Duty	2	10	0
—— Gilt or Plated, the £100 value.....	Duty	25	0	0
—— Iron, not otherwise enumerated, the cwt....	Duty	1	0	0
—— Latten, the cwt.....	Duty	1	0	0
—— Silver, the £100 value	Duty	25	0	0
—— Steel, the lb.....	Duty	0	1	10

Wire is a piece of metal drawn through the hole of an iron into a thread of a fineness answerable to the hole it passed through. Wires are frequently drawn so fine as to be wrought along with other threads of silk, wool, flax, &c. The metals most commonly drawn into wire are gold, silver, copper, and iron. Gold wire is made of cylindrical ingots of silver, covered over with a skin of gold, and thus drawn successively through a vast number of holes, each smaller and smaller, till at last it is brought to a fineness exceeding that of a hair.—*Ency. Britan.*

WOAD, the cwt..... Duty 0 3 0

Woad is a plant, known under the name of pastel or woad, and is employed for dyeing blue. Another species, which is a smaller plant, is also employed in dyeing. It is cultivated in France and in England. Since the discovery of indigo, the use of woad has diminished.—*Ency. Britan.*

ANCHOR STOCKS, the piece..... Duty 0 8 4

—— of the growth and production of any
British possession in America, and
imported directly from thence, the
piece..... Duty 0 0 10

Anchor Stocks are generally larger in the middle than at the ends. They are well known in commerce, though they cannot be accurately described.—*Ed.*

BALKS,

WOOD.

BALKS, under 5 inches square and under 24 feet in length, the 120	Duty	18	2	7
———— under 5 inches square, and 24 feet in length or upwards, the 120	Duty	27	0	0
———— 5 inches square or upwards are subject to the duties payable on Fir Timber.				
———— of the growth and produce of any British possession in America, and imported directly thence, viz.				
.... under 5 inches square, and under 24 feet in length, the 120	Duty	3	5	0
.... under 5 inches square, and 24 feet in length or upwards, the 120	Duty	4	17	6
.... 5 inches square or upwards are subject to the duties payable on Fir Timber.				

Balks. Large pieces of timber almost in the original state. They are used for main beams and other purposes where strength is required.—*Ed.*

BATTENS, *Imported into Great Britain, viz.*

.... 6 feet in length, and not exceeding 16 feet in length, not above 7 inches in width, and not above $2\frac{3}{4}$ inches in thickness, the 120	Duty	10	0	0
.... exceeding 16 feet in length, and not exceeding 21 feet in length, not above 7 inches in width, and not exceeding $2\frac{3}{4}$ inches in thickness, the 120 ..	Duty	11	10	0
.... exceeding 21 feet in length, not above 7 inches in width, or if exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	20	0	0
.... above 45 feet in length, or above $2\frac{3}{4}$ inches in thickness, (not being timber 8 inches square) the load containing 50 cubic feet	Duty	2	10	0
.... and further, the 120	Duty	6	0	0
[7 Geo. 4. c. 48.]				

———— of the growth and produce of any British possession in America, and imported directly thence, <i>into Great Britain, viz.</i>				
.... 6 feet in length, and not exceeding 16 feet in length, not above 7 inches in width, and not exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	1	0	0
.... exceeding 16 feet in length, and not exceeding 21 feet in length, and not above 7 inches in width, and not exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	1	3	0
.... exceeding 21 feet in length, not above 7 inches in width, or if exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	2	0	0
———— <i>Imported in Ireland, viz.</i>				
.... 8 feet in length, and not exceeding 12 feet in length, not above 7 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120, ...	Duty	8	6	3

WOOD.

BATTENS, *continued.*

.... exceeding 12 feet in length, and not exceeding 14 feet in length, not above 7 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	9	14	0
.... exceeding 14 feet in length, and not exceeding 16 feet in length, not above 7 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	11	1	8
.... exceeding 16 feet in length, and not exceeding 18 feet in length, not above 7 inches in width and not exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	12	9	4
.... exceeding 18 feet in length, and not exceeding 20 feet in length, not above 7 inches in width, and exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	13	17	2
.... exceeding 20 feet in length, not above 7 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	34	6	1

Battens are a species of Deals, but of different dimensions.—*Ed.*

BATTEN ENDS, *Imported into Great Britain, viz.*

.... under 6 feet in length, not above 7 inches in width, and not exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	3	0	0
.... under 6 feet in length, not above 7 inches in width, and exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	6	0	0

Batten Ends of the growth and produce of any British possession in America, and imported directly thence, *into Great Britain, viz.*

.... under 6 feet in length, not above 7 inches in width, and not exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	0	7	6
.... under 6 feet in length, not above 7 inches in width, and exceeding $2\frac{3}{4}$ inches in thickness, the 120	Duty	0	15	0

Imported into Ireland, viz.

.... under 8 feet in length, not above 7 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	4	14	5
.... under 8 feet in length, if exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	9	3	1

Battens and Batten Ends of all sorts, of the growth and produce of any

BATTEN

WOOD.

BATTEN ENDS, *continued.*

British possession in America,
and imported directly thence,
the 120..... Duty 0 8 3

Batten Ends are the same as Battens, only shorter.—*Ed.*

BEECH PLANK, 2 inches in thickness or upwards, the
load, of 50 cubic feet Duty 2 8 9
————— of all sorts, of the growth and produce
of any British possession in America,
and imported direct thence, the 120
Duty 0 8 4

[7 Geo. 4. c. 48.]

Beech Plank. The wood of the beech tree is used principally by turners, and cabinet-makers. The planks are pieces of the tree cut in a similar manner to deals.—*Ed.*

BEECH QUARTERS, under 5 inches square, and under
24 feet in length, the 120 Duty 4 10 8
————— 5 inches square, and under 8 inches
square, or if 24 feet in length, or
upwards, the 120 Duty 12 3 6
————— of all sorts under 8 inches square,
of the growth and produce of
any British possession in Ame-
rica, and imported directly
thence, the 120..... Duty 0 16 3

Beech Quarters are seldom imported. They are rough hewed pieces of timber.
—*Ed.*

Of the beech tree, there is one species, the common beech; the difference in the wood proceeding, according to Miller, from the difference of soil and situation; but owing to this difference the wood is distinguished by the names brown or black, and white beech.

The beech is common in Europe, especially on a rich chalky soil; a considerable quantity is grown in the southern parts of Buckinghamshire; there is one wood of beech trees in the parish of Wycombe containing 700 acres. The mean size of the trunk of the beech tree, according to Hassenfratz, is about 44 feet in length and 27 inches in diameter.

Beech is not useful in building, because it rots so soon in damp places, but it is useful for piles in situations where it will be constantly wet; and it is very useful for various tools, for which its uniform texture and hardness render it superior to any other wood: it is also much used for furniture, and great quantities are brought to London in boards and planks. Before cast iron was introduced much beech was used for railways for the collieries about Newcastle.

The colour of beech is a whitish brown, of different shades; the darker kind is called brown, and sometimes black beech; the lighter kind is called white beech.

It has no sensible taste or smell, it is not very difficult to work, and may be brought to a very smooth surface.

The white kind is the hardest, but the black is tougher; and Evelyn says it is more durable than the white.—*Tredgold.*

BOARDS, *viz.* Beech Boards, under 2 inches in thickness,
and under 15 feet in length, the 120
Duty 4 9 6
.... under 2 inches in thickness, and if 15 feet
in length, or upwards, the 120 Duty 8 19 0
———— Clap Boards, not exceeding 5 feet 3 inches in length,
and under 8 inches square, the 120 Duty 6 2 0

WOOD.

BOARDS, *continued*.

..... of the growth and produce of any British possession in America, and imported directly thence, the 120 Duty 0 12 4

Clap Boards are small boards cut into proper dimensions for making casks.—*Ed.*

Boards, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

——— Linn Boards, or White Boards for shoemakers,
 under 4 feet in length and under 6 inches in thickness, the 120 Duty 6 16 6
 4 feet in length, or 6 inches in thickness or upwards, the 120 Duty 13 13 0

Linn Boards are made from the wood of the lime or linden tree. Shoemakers use them for cutting their leather upon.—*Ed.*

——— Oak Boards,
 under 2 inches in thickness, and under 15 feet in length, the 120 Duty 18 1 0
 under 2 inches in thickness, and if 15 feet in length, or upwards, the 120 Duty 36 2 0

Oak Boards are too well known to require description.—*Ed.*

——— Outside Slabs, or Paling Boards, hewed on one side, not exceeding 7 feet in length, and not above $1\frac{1}{2}$ inch in thickness, the 120 Duty 2 0 0

——— Outside Slabs, or Paling Boards, hewed on one side, exceeding 7 feet in length, and not exceeding 12 feet in length, and not above $1\frac{1}{2}$ inch in thickness, the 120 Duty 4 0 0

——— Outside Slabs, or Paling Boards, hewed on one side, exceeding 12 feet in length, or exceeding $1\frac{1}{2}$ inch in thickness, are subject to the duties payable on Deals.

——— Outside Slabs, or Paling Boards, hewed on one side, of the growth and produce of any British possession in America, and imported directly thence, *viz.*
 not exceeding 7 feet in length, and not above $1\frac{1}{2}$ inch in thickness, the 120 Duty 0 5 0
 exceeding 7 feet in length, and not exceeding 12 feet in length, and not above $1\frac{1}{2}$ inch in thickness, the 120 Duty 0 10 0
 exceeding 12 feet in length, or exceeding $1\frac{1}{2}$ inch in thickness, are subject to the duties payable on Deals.

Outside Slabs or Paling boards are the slabs or sappy parts of trees sawed off, in order to make them square for the cutting of Deals.—*Ed.*

——— Pipe Boards, above 5 feet 3 inches in length, and not exceeding 8 feet in length, and under 8 inches square, the 120 Duty 9 3 0
 exceeding 8 feet in length, and under 8 inches square, the 120 Duty 18 6 0

BOARDS,

WOOD.

BOARDS, Pipe Boards, *continued.*

.... of all sorts, exceeding 5 feet 3 inches in length, and under 8 inches square, of the growth and produce of any British possession in America, and imported directly thence, the 120..... Duty 0 19 6

Pipe Boards are boards cut into lengths for staves for making casks. They are imported from the northern parts of Europe and America.—*Ed.*

Wainscot Boards, the foot, of 12 feet (*a*) in length, and 1 inch in thickness, and so in proportion for any greater or lesser length or thickness..... Duty 0 4 0

Boards of all sorts, not otherwise enumerated, of the growth and produce of any British possession in America, and imported directly thence, the 120..... Duty 0 8 4

Wainscot Boards are sawn from the foreign oak. They are used for a variety of purposes by the cabinet-maker and carpenter.—*Ed.*

BOWSPRITS. See Masts.

DEALS,

Imported into Great Britain, viz.

.... above 7 inches in width, being 6 feet in length and not above 16 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120..... Duty 19 0 0

.... above 7 inches in width, above 16 feet in length and not above 21 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120..... Duty 22 0 0

.... above 7 inches in width, above 21 feet in length and not above 45 feet in length, and not above $3\frac{1}{4}$ inches in thickness, the 120..... Duty 44 0 0

.... above 45 feet in length, or above $3\frac{1}{4}$ inches in thickness (not being timber 8 inches square or upwards) the load of 50 cubic feet..... Duty 2 10 0

.... and further, the 120..... Duty 6 0 0

Deals of the growth and produce of any British possession in America, and imported directly thence *into Great Britain, viz.*

.... above 7 inches in width, being 6 feet in length and not above 16 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120..... Duty 2 0 0

.... above 7 inches in width, above 16 feet in length and not above 21 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120..... Duty 2 10 0

.... above 7 inches in width, being 6 feet in length and not above 21 feet in length,

(*a*) So in the act.

DEALS,

WOOD.

DEALS, *continued.*

and exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	4	0	0
.... above 7 inches in width, exceeding 21 feet in length, and not exceeding 4 inches in thickness, the 120.....	Duty	5	0	0
.... above 7 inches in width, exceeding 21 feet in length and exceeding 4 inches in thickness (not being timber 8 inches square, or upwards), the 120	Duty	10	0	0
<i>Imported into Ireland, viz.</i>				
.... above 7 inches in width, and not exceeding 12 inches in width, and not exceeding $3\frac{1}{4}$ inches in thickness, <i>viz.</i>				
.... 8 feet in length, and not exceeding 12 feet in length, the 120.....	Duty	12	9	5
.... exceeding 12 feet in length, and not exceeding 14 feet in length, the 120..	Duty	14	11	0
.... exceeding 14 feet in length, and not exceeding 16 feet in length, the 120..	Duty	16	12	6
.... exceeding 16 feet in length, and not exceeding 18 feet in length, the 120..	Duty	18	14	1
.... exceeding 18 feet in length, and not exceeding 20 feet in length, the 120..	Duty	20	15	7
.... above 7 inches in width, and not exceeding 12 inches in width, and exceeding $3\frac{1}{4}$ inches in thickness, <i>viz.</i> 8 feet in length, and not exceeding 20 feet in length, the 120.....	Duty	41	11	3
.... above 7 inches in width, and not exceeding 12 inches in width, and not exceeding 4 inches in thickness, and exceeding 20 feet in length, the 120	Duty	51	9	2
.... above 7 inches in width, and not exceeding 12 inches in width, and exceeding 4 inches in thickness, and exceeding 20 feet in length, the 120	Duty	100	6	1

Deals. Thin kind of fir-planks, of great use in carpentry. They are formed by sawing the trunk of a tree into a great many longitudinal divisions, of more or less thickness according to the purposes they are intended to serve.—*Ency. Britan.*

Deals are imported from the countries bordering on the Baltic, and other parts in the north of Europe, and also from North America.—*Ed.*

DEALS, *to be used in Mines*, above 7 inches in width, being 8 feet in length, and not above 10 feet in length, and not exceeding $1\frac{1}{2}$ inch in thickness, the 120

On any such Deals, being above 7 inches in width, 8 feet in length, and not above 10 feet in length, and not exceeding $1\frac{1}{2}$ inch in thickness,				
.... imported in a British ship, the 120..	Duty	4	1	3
.... imported in a foreign ship, the 120..	Duty	4	3	6

DEALS,

DEALS, *continued.*

WOOD.

On any such Timber, being 5 inches square, and not exceeding 10 inches square

.... imported in a British ship, the load of 50 cubic feet	Duty	2	5	3
.... imported in a foreign ship, the load of 50 cubic feet	Duty	2	8	3

[6 Geo. 4. c. 113. § 12.]

Account to be kept of Timber used in Mines, and Oath to be made by Purser or Agent. The several drawbacks hereby allowed for such deals and such timber so used, shall be paid to the owner of any such mine under the following regulations, *viz.* the purser, agent, or captain of any such mine, intending to claim the drawback under this act, shall enter or cause to be entered in a book to be kept for that purpose an account of the quantity of such deals and timber used and employed in such mine, stating of whom such deals and timber were purchased, and at what port the same were stated by the vendor to have been imported; and at the end of each year he shall deliver an account thereof to the collector or controller of customs of the port where the duty upon such deals and timber shall have been stated to have been paid, and shall make oath before him to the truth of such account, and shall, if required by such collector or controller, produce the cost book of such mine. § 13.

Oath to be made by Importer. The person or his agent who shall have supplied the deals and timber, shall make oath before the collector or controller, to the truth of his account for the same; and referring to the importation thereof and payment of duties thereon, shall further make oath, that the deals and timber so supplied, according to such account, are the identical deals and timber for which the duties of customs had been so paid; and thereupon the collector and controller being satisfied that such deals and timber were supplied for the use of such mine, and that the full duties of customs had been paid thereon, a debenture shall be issued for the payment of the drawback allowed by this act. § 14.

False Account. If the purser, agent, or captain of such mine shall deliver any false account of the quantity of deals or timber used and employed, with an intent to defraud His Majesty, such purser, agent, or captain, shall, on being convicted of any such offence, for the first offence forfeit £200, and for the second or further offence £400, to be sued for within three months after the delivery of the account. § 15.

Drawback on Deals and Timber used in Mines. For deals and timber hereinbefore described, being of the growth of Norway, and imported direct from thence, and used in the mines of tin, lead, or copper in the counties of Devon and Cornwall, or in Ireland, and on which the duties of customs shall have been paid, there shall be allowed the several drawbacks hereinbefore mentioned, *viz.*

AN ACCOUNT of the number of Deals and Deal Ends, Imported into the United Kingdom, in the Year ending 5th January 1826.

From the North American Colonies.

	Number.
Deals and Deal Ends	1,471,560

From Denmark, Norway, Sweden, Russia, and Prussia.

	Number.
Deals	14,554,600
Deal Ends	1,438,200

WOOD.

DEAL ENDS, *Imported into Great Britain, viz.*

....	above 7 inches in width, being under 6 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	6	0	0
....	above 7 inches in width, being under 6 feet in length, and exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	12	0	0

———— Deal Ends of the growth and produce of any British possession in America, and imported directly thence into Great Britain, *viz.*

....	above 7 inches in width, being under 6 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickness, the 120 ..	Duty	0	15	0
....	above 7 inches in width, being under 6 feet in length, and exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	1	10	0

[7 Geo. 4. c. 48.]

———— *Imported into Ireland, viz.*

....	above 7 inches in width, and not exceeding 12 inches in width, and under 8 feet in length, <i>viz.</i>				
....	not exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	7	1	8
....	exceeding $3\frac{1}{4}$ inches in thickness, the 120	Duty	13	14	8

———— Deals, and Deal Ends, of all sorts, of the growth and produce of any British possession in America, and imported directly thence into Ireland, the 120. Duty 0 8 3

———— And further, on all Deals and Deal Ends imported into Ireland of the aforesaid lengths and thickness, but of the following widths, the additional Duties following, *viz.*

....	<i>If exceeding 12 inches in width, and not exceeding 15 inches in width, twenty-five per cent. or one-fourth of the aforesaid rates.</i>				
....	<i>If exceeding 15 inches in width, and not exceeding 18 inches in width, fifty per cent. or one half of the aforesaid rates.</i>				
....	<i>If exceeding 18 inches in width, and not exceeding 21 inches in width, seventy-five per cent. or three-fourths of the aforesaid rates.</i>				
....	<i>If exceeding 21 inches in width, one hundred per cent. or an additional duty, equal to the aforesaid rates respectively.</i>				

Deal Ends are the same as Deals, except being shorter.—*Ed.*

White Fir, or Deal. White fir is the produce of different species of spruce fir; that from the north of Europe is produced by the Norway spruce, but that from America is produced either by the white spruce or black spruce. White fir is imported in deals or planks. The Norway spruce is a native of mountains in various parts of Europe and the north of Asia. The forests of Norway afford it abundantly. A considerable

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considerable quantity is imported from Christiana in deals and planks, which are esteemed the best white deals of any; not so much, Von Buch says, from the superior quality of the tree, as the regular thickness of the deals. The trees are usually cut into three lengths, generally of about 12 feet each, and are afterwards cut into deals and planks by saw mills, each length yielding three deals or planks. A tree requires 70 or 80 years' growth before it arrives at perfection. White deals are also imported from Frederickstadt, Drontheim, and other ports in Norway, and from Gottenburg, Riga, and other of the Baltic ports. At Christiana, Mr. Coxe states, that each saw mill is restricted from cutting more than a certain quantity of deals: at that port there are 136 saw mills, and the quantity permitted to be cut amounts to twenty million standard deals, 12 feet long and $1\frac{1}{4}$ inch thick. It is from Norway spruce that the Burgundy pitch is obtained. It thrives very well in Britain, and produces very good timber, little inferior to the foreign; it is somewhat softer, and the knots are extremely hard, which renders it difficult to work. White deal is very durable in a dry state, and is much used for internal joiners' work, and for furniture. It unites well with glue. The American white spruce fir in Canada, called *epinette*, or rather, *sapinette blanche*, is a native of high mountainous tracts in the colder parts of North America. The wood is not so resinous as that of the Norway spruce, and it is tougher, less heavy, and generally more liable to twist in drying. It is imported in deals and planks. The American black spruce fir is a native of the high mountainous tracts from the northern part of Canada to Carolina. The black and white spruce are so named from the colour of the bark, the wood of both kinds being of the same colour. The black spruce is said to produce the best wood: I have not, however, been able to procure a specimen that was known to be from that tree. The colour of spruce fir, or white deal, is yellowish or brownish white. The knots are generally very hard, and the clear and straight grained kinds are often tough, but not very difficult to work, and stand extremely well when properly seasoned.

The cohesive force of a square inch of Christiana deal is from 8000 to 12000 lb.
of American white spruce 8000 to 10000
of British grown Norway spruce is about 8000

The modulus of elasticity is 1,500,000 lb. for a square inch, taking the mean of the three kinds.

A cubic foot of Christiana deal weighs from.....23 to 32 lb. when dry.
of American white spruce 29
of Norway spruce (British grown)..... 34

Representing the strength, stiffness, and hardness of oak, each by 100.

	Christiana deal.	American white spruce.	British grown Norway spruce.
The strength will be.....	104	86	70
The stiffness	104	72	81
The toughness	104	102	60

The shrinkage of white deal is about one-seventieth part in becoming perfectly dry, according to my observations; the deals being in the state they are usually purchased at the timber-yards when first measured. What are termed dry deals will shrink about one-ninetieth part.—*Tredgold.*

American Pines, Pitch Pine, Silver Fir, and Pinaster.

The Weymouth pine or white pine, is a native of North America, and is imported in large logs, often more than 2 feet square and 30 feet in length. It is one of the largest and most useful of the American pines, and makes excellent masts. The wood is light and soft, but is said to stand the weather tolerably well. In joiners' work the wood is much used for mouldings, and other work, where clean straight grained wood is desirable; but it is not durable, nor fit for large timbers, being very liable to take the dry rot. It has a peculiar odour. The colour of the wood is a brownish yellow, the texture is more nearly uniform than that of any other of the pine species, and the annual rings not very distinct. It stands very well when seasoned, and is a very good kind of wood for moulds for casting

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ing from, and for some kinds of furniture ; but its softness renders it unfit for many purposes. Its strength, &c. are given in the following table. Yellow pine is a native of the pine forests from New England to Georgia, and the wood is used for many of the carpenter's purposes, and for ship-building. It is also imported into Britain. The pitch pine is a native of Canada, and is remarkable for the abundance and fragrance of its resin. It is a very heavy wood, and not very durable ; it is also brittle when very dry. It is of a redder colour than the Scotch pine, feels sticky, and is difficult to plane. The silver fir is a native of the mountains of Siberia, Germany, and Switzerland, and is common in British plantations. It is a large tree, and produces the Strasburg turpentine of commerce. The wood is of a good quality, and much used on the continent for carpentry and ship-building. The harder fibres are of a yellow colour, compact, and resinous ; the softer nearly white. The cluster pine is a native of the rocky mountainous parts of Europe, and is sometimes cultivated in British plantations. It is a larger tree than the Scotch pine, and produces both pitch and turpentine ; and its wood is not of so red a colour. Wiebeking says, the wood of the pinaster is more durable in water than in air, that it is of a finer grain than either the pine or silver fir, and contains less resin than either.

Table of Properties of the preceding Species.

Kind.	Weight of a cubic foot	Weight of modulus of elasticity for a square inch.	Cohesive force of a square inch.
	lb.	lb.	lb.
Weymouth Pine ..	28 $\frac{3}{4}$	1,633,500	11,835
Yellow Pine.....	28		
Pitch Pine	41	1,252,200	9,796
Silver Fir	25 $\frac{1}{2}$		
Pinaster	25 $\frac{1}{2}$		

Tredgold.

FIREWOOD not fit or proper to be used other than as such,
the fathom 6 feet wide and 6 feet high

Duty 0 19 0

———— of the growth and produce of any British
possession in America, and imported directly
thence, the fathom, 6 feet wide,
and 6 feet high.....

Duty 0 0 10

FIR QUARTERS, under 5 inches square, and under 24 feet
in length, the 120

Duty 18 2 7

———— under 5 inches square, and 24 feet in
length, or upwards, the 120

Duty 27 0 0

———— 5 inches square or upwards are subject to
the duties on Fir Timber.

———— Fir Quarters, of the growth and produce
of any British possession in
America, and imported directly
thence, viz.

.... under 5 inches square, and under
24 feet in length, the 120

Duty 3 5 0

.... under 5 inches square, and 24 feet
in length or upwards, the 120

Duty 4 17 6

.... 5 inches square, or upwards, are
subject to the duties payable on
Fir Timber.

Fir quarters are the same as fir timber, only brought a little more into shape.—*Ed.*

FIR

WOOD.

FIR TIMBER. See Timber.

HANDSPIKES, under 7 feet in length, the 120....	Duty	2	0	0
————— 7 feet in length or upwards, the 120	Duty	4	0	0
————— of the growth and produce of any British possession in America, and imported directly thence, <i>viz.</i>				
.... under 7 feet in length, the 120	Duty	0	2	6
.... 7 feet in length or upwards, the 120.....	Duty	0	5	0

Handspikes are generally of birch, with the bark on. They are used for levers and similar purposes.—*Ed.*

KNEES of OAK, under 5 inches square, the 120..	Duty	0	10	0
————— 5 inches square, and under 8 inches square, the 120.....	Duty	4	0	0
————— 8 inches square, or upwards, the load of 50 cubic feet.....	Duty	1	6	0
————— of the growth of any British possession in America, and imported directly thence, <i>viz.</i>				
.... under 5 inches square, the 120	Duty	0	2	0
.... 5 inches square, and under 8 inches square, the 120	Duty	0	15	0
.... 8 inches square or upwards, the load of 50 cubic feet ..	Duty	0	5	0

Knees of Oak are in the shape of two sides of a triangle. They are used in ship-building.—*Ed.*

LATHWOOD, in pieces under 5 feet in length, the fathom, 6 feet wide, and 6 feet high.....	Duty	4	5	0
————— in pieces 5 feet in length and under 8 feet in length, the fathom, 6 feet wide and 6 feet high	Duty	6	16	0
————— 8 feet in length and under 12 feet in length, the fathom, 6 feet wide and 6 feet high	Duty	10	4	0
————— 12 feet long or upwards, the fathom, 6 feet wide and 6 feet high	Duty	13	12	0
————— of the growth of any British possession in America, and imported directly thence, <i>viz.</i>				
.... in pieces under 5 feet in length, the fathom, 6 feet wide and 6 feet high	Duty	0	15	0
.... in pieces 5 feet in length or upwards, the fathom, 6 feet wide and 6 feet high.....	Duty	1	5	0

Lathwood is a particular sort of wood, from which laths used in the ceiling of rooms, &c. are cut.—*Ed.*

MASTS, Yards, or Bowsprits, 6 inches in diameter, and under 8 inches, each	Duty	0	8	0
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WOOD.

MASTS, Yards, or Bowsprits, *continued.*

———— 8 inches in diameter, and under 12 inches, each	Duty	1	2	0
———— 12 inches in diameter or upwards, the load of 50 cubic feet	Duty	2	15	0
———— Mast's, Yards, or Bowsprits, of the growth of any British possession in America, and imported directly thence, <i>viz.</i>				
.... 6 inches in diameter, and under 8 inches, each	Duty	0	1	6
.... 8 inches in diameter, and under 12 inches each	Duty	0	4	0
.... 12 inches in diameter, or upwards, the load of 50 cubic feet	Duty	0	10	0

Masts, Yards, and Bowsprits, are merely logs of wood, cut into shape for these respective articles.—*Ed.*

Masts being the produce of Europe, shall not be imported into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. See this more fully in page 1.

Masts, Timber, or Boards, imported in foreign ships, shall be deemed *alien goods*, and shall pay town and port duties accordingly. 6 Geo. 4. c. 111. § 26.

AN ACCOUNT of the Number of Masts Imported into the United Kingdom in the Year 1825.

From the North American Colonies.

Masts, under 12 inches in diameter	No.	4,088
———— 12 inches in diameter, and upwards.....	Loads.	3,003

From Denmark, Norway, Sweden, Russia, and Prussia.

Masts, under 12 inches in diameter.....	No.	13,243
———— 12 inches in diameter, and upwards.....	Loads.	1,963

OAK PLANK, 2 inches in thickness or upwards, the load, containing 50 cubic feet.....	Duty	4	0	0
———— of the growth of any British possession in America, and imported directly thence, 2 inches in thickness or upwards, the load of 50 cubic feet	Duty	0	15	0

Oak Planks are similar to deals, the one sort being cut from the oak tree, the other from the fir.—*Ed.*

AN ACCOUNT of the Quantity of Oak Plank Imported into the United Kingdom in the Year 1825.

From the North American Colonies.

Oak Plank	Loads.	8
————		
From Denmark, Norway, Sweden, Russia, and Prussia.		
Oak Plank	Loads.	5,099

OAK

WOOD.

OAK TIMBER. See Timber.

OARS, the 120	Duty	14	19	3
—— of the growth of any British possession in America, and imported directly thence, the 120....	Duty	0	19	6

Oars are merely logs of wood cut into shapes as such.—*Ed.*

SPARS, under 22 feet in length, and under 4 inches in diameter, exclusive of the bark, the 120....	Duty	2	8	0
—— 22 feet in length or upwards, and under 4 inches in diameter, exclusive of the bark, the 120	Duty	4	5	0
—— 4 inches in diameter, and under 6 inches in diameter, exclusive of the bark, the 120 ...	Duty	9	0	0
—— of the growth of any British possession in America, and imported directly thence, <i>viz.</i> under 22 feet in length, and under 4 inches in diameter, exclusive of the bark, the 120.....	Duty	0	9	0
.... 22 feet in length or upwards, and under 4 inches in diameter, exclusive of the bark, the 120	Duty	0	16	0
.... 4 inches in diameter, and under 6 inches in diameter, exclusive of the bark, the 120	Duty	1	15	0

Spars are round pieces of timber as they grow, without being at all hewn.—*Ed.*

SPOKES for Wheels, not exceeding 2 feet in length, the 1,000	Duty	3	7	4
—— exceeding 2 feet in length, the 1,000	Duty	6	14	8
—— of all sorts of the growth of any British possession in America, and imported directly thence, the 1,000	Duty	0	6	4

Spokes for wheels. These are logs of wood, merely formed into the requisite shape.—*Ed.*

STAVES, not exceeding 36 inches in length, not above 3 inches in thickness, and not exceeding 7 inches in breadth, the 120	Duty	1	3	0
—— above 36 inches in length, and not exceeding 50 inches in length, not above 3 inches in thickness, and not exceeding 7 inches in breadth, the 120	Duty	2	6	0
—— above 50 inches in length, and not exceeding 60 inches in length, not above 3 inches in thickness, and not exceeding 7 inches in breadth, the 120	Duty	3	0	0
—— above 60 inches in length, and not exceeding 72 inches in length, not above 3 inches in thickness, and not exceeding 7 inches in breadth the 120	Duty	4	4	0
—— above 72 inches in length, not above 3 inches in thickness, and not exceeding 7 inches in breadth, the 120	Duty	4	16	0
—— above 3 inches in thickness, or above 7 inches in breadth, and not exceeding 63 inches in length,				

WOOD.

STAVES, *continued.*

- shall be deemed Clap Boards, and be charged with duty accordingly.*
- *above 3 inches in thickness, or above 7 inches in breadth, and exceeding 63 inches in length, shall be deemed Pipe Boards, and be charged with duty accordingly.*
- *Staves of the growth of any of the United States of America, or of the growth of East or West Florida, and imported directly thence respectively, not exceeding $1\frac{1}{2}$ inch in thickness, shall be charged with one-third part only of the duties hereinbefore imposed on staves. [see act 7 & 8 Geo. 4. c. 56. below.]*
- *Staves imported from any foreign country in America, or from the Ionian Islands, to be charged with the same duty as the like staves are charged with when imported from other foreign countries. [7 and 8 Geo. 4. c. 56.]*
- *Staves of the growth of any British possession in America, and imported directly thence, viz.*
- | | |
|--|--------|
| not exceeding 36 inches in length, not above $3\frac{1}{2}$ inches in thickness, and not exceeding 7 inches in breadth, the 120..... Duty | 0 2 0 |
| above 36 inches in length, and not exceeding 50 inches in length, not above $3\frac{1}{2}$ inches in thickness, and not exceeding 7 inches in breadth, the 120.... Duty | 0 4 0 |
| above 50 inches in length, and not exceeding 60 inches in length, not above $3\frac{1}{2}$ inches in thickness, and not exceeding 7 inches in breadth, the 120..... Duty | 0 6 0 |
| above 60 inches in length, not exceeding 72 inches in length, not above $3\frac{1}{2}$ inches in thickness, and not exceeding 7 inches in breadth, the 120..... Duty | 0 8 0 |
| above 72 inches in length, not above $3\frac{1}{2}$ inches in thickness, and not exceeding 7 inches in breadth, the 120..... Duty | 0 10 0 |
| not exceeding $1\frac{1}{2}$ inch in thickness, shall be charged with one-third part of the duty herein charged on such staves. | |
| <i>above $3\frac{1}{2}$ inches in thickness, or above 7 inches in breadth, and not exceeding 63 inches in length, shall be deemed Clap Boards, and be charged with duty accordingly.</i> | |
| <i>above $3\frac{1}{2}$ inches in thickness, or above 7 inches in breadth, and exceeding 63 inches in length, shall be deemed Pipe Boards, and be charged with duty accordingly.</i> | |

Staves are mostly of fir or oak, shaped for making casks, &c. They are imported from the timber countries in Europe and America.—*Ed.*

WOOD.

AN ACCOUNT of the number of Staves Imported into the United Kingdom, in the Year 1825.

From the North American Colonies.

	Number.
Staves	5,467,080
<i>From Denmark, Norway, Sweden, Russia and Prussia.</i>	
Staves	1,464,120

TEAKE WOOD, the load of 50 cubic feet	Duty	1	10	0
_____ of the growth of any British possession				
_____ in Africa, the load of 50 cubic feet, Duty		0	10	0
_____ or other Wood fit for ship-building, 8				
_____ inches square or upwards, the growth				
_____ of any British possession within the				
_____ limits of the East India Company's				
_____ charter, the load of 50 cubic feet, Duty				Free.

Teake Wood is produced in the East Indies and New South Wales. It is very durable, and is proved to be valuable in ship-building.—*Ed.*

Teake Wood or Indian Oak.—Teake wood is a native of the mountainous parts of the Malabar and Coromandel coasts, as well as of Java, Ceylon, and other parts of the East Indies. The teake tree is of rapid growth, and the trunk grows erect, to a vast height, with copious spreading branches. The wood of the Teake tree is by far the most useful timber in India; it is light, easily worked, and, though porous, it is strong and durable; it requires little seasoning, and shrinks very little; it is rather of an oily nature, therefore does not injure iron; and is the best wood in that country for ship-timber, house carpentry, or any other work where strong and durable wood is required. Malabar teake is esteemed superior to any other in India, and is extensively used for ship-building at Bombay. It grows in the teake forests, along the western side of the Ghaut mountains, and the contiguous ridges, where the numerous streams afford water carriage for the timber. There is a variety, says Dr. Roxburg, grows on the banks of the Godavery, in Hindostan, of which the wood is beautifully veined, closer grained, and heavier than that of the common teake tree, which is well adapted for furniture. The cohesive force of teak wood varies from 13,000 to 15,000 lb. per square inch; the weight of its modulus of elasticity is 2,167,000 lb. per square inch, according to Mr. Barlow's experiments; and the weight of a cubic foot seasoned varies from 41 to 53 lb.

Representing the strength of oak by 100, that of teake will be 109

stiffness of oak by 100, ... 126

toughness of oak by 100, ... 94

From which it appears, that it is much superior to oak in these properties, except in toughness; but it is to be remembered, that these proportions are drawn from two or three experiments on teak, and most probably these were tried on very select specimens; whereas those for oak are from a mean specimen, selected from pieces of oak of various qualities.—*Tredgold.*

TIMBER, Fir Timber, 8 inches square, or upwards, the				
load of 50 cubic feet	Duty	2	15	0
.... of the growth of any British possession				
in America, and imported directly				
thence, 8 inches square or upwards,				
the load of 50 cubic feet.....	Duty	0	10	0

Red or Yellow Fir.—Red or yellow fir is the produce of the Scotch fir tree, it is a native of the hills of Scotland, and other northern parts of Europe, and common in Russia, Denmark, Norway, Lapland, and Sweden. The great forests of Norway and Sweden consist almost entirely of Scotch fir and spruce fir. The Scotch fir is exported from thence in logs and deals, under the name of red-wood. Norway exports no trees above 18 inches diameter, consequently there is much sap-wood; but

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but the heart-wood is both stronger and more durable than that of larger trees from other situations. Riga exports a considerable quantity under the name of masts and spars: those pieces from 18 to 25 inches diameter are called *masts*, and are usually 70 or 80 feet in length; those of less than 18 inches diameter are called *spars*. According to Mr. Coxe, the greater part of the Riga timber is grown in the districts near the Dnieper. Yellow deals and planks are imported from Stockholm, Gefle, Frederickshall, Christiana, and various other ports of Norway, Sweden, Prussia, and Russia. It is the most durable of the pine species; and it was the opinion of the celebrated Mr. Brindley, the conductor of the Grand Trunk Canal, and an opinion founded on observation, "that Red Riga deal or pine wood, would endure as long as oak in all situations." Similar observations have been made by Mr. Semple. And here it may be observed, that foreign timber has an advantage that is too seldom allowed to that which is home grown; for it is always seasoned in some degree before it arrives in this country, therefore cannot be employed in so unseasoned a state as British timber is generally employed. The wood from cold climates appears to be always much harder than that which is the product of warmer countries; for from the under side of crooked pine trees, the Laplanders procure what they term *Klor*, which is always as hard as box wood: this they use for the bottoms of their sledges, and for the outer part of their bows. The Norway Timber is also harder than that of Riga, &c.—*Tredgold*.

TIMBER, Oak Timber, 8 inches square or upwards, the load of 50 cubic feet	Duty	2 15 0
———— Oak Timber of the growth of any British possession in America, imported directly thence, 8 inches square or upwards, the load of 50 cubic feet.	Duty	0 10 0
———— Timber of all sorts, not particularly enumerated nor otherwise charged with duty, being 8 inches square or upwards, the load of 50 cubic feet.	Duty	1 8 0
———— Timber of all sorts not particularly enumerated nor otherwise charged with duty, being of the growth of any British possession in America, and imported directly thence, being 8 inches square or upwards, the load of 50 cubic feet.	Duty	0 5 0

As to *Drawback* on Timber used in Mines, see Deals.

The largest tree in Europe, mentioned by travellers, is the chesnut tree on Mount Etna. It is a certain fact that trees acquire a very great size in volcanic countries. Beside the multitude of fine groves in the neighbourhood of Albano in Italy, there are many detached oaks 20 feet in circumference, and many elms of the same size, especially in the romantic way to Eastello, called the Galleria. Some yews have been found in Britain 60 feet round. Palms in Jamaica attain the height of 200 feet; and some of the pines in Norfolk island are 280 feet high. Of all the different kinds known in Europe, oak is best for building; and even when it lies exposed to air and water, there is none equal to it. Fir timber is the next in degree of goodness for building. The building of a 70 gun ship, it is said, would take 40 acres of timber. This calculation is indeed so excessive, that it is scarcely credible. This, however, is no exaggeration. After all, we must acknowledge that we must depend greatly on Russia, Sweden, Norway, and America, for supplying us with timber; and while these countries take our manufactures in exchange, we have no reason to complain. The price of wood has risen in proportion to the demand and to its diminution. At the Conquest, woods were valued, not by the quantity of timber which they contained, but the number of swine which the acorns could support. In 1608, oak in the forests was sold at

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10s. per load, and fir-wood for 2s. per load. In 1663 or 1665, in navy contracts from £2. to £2. 15s. 6d. per load was given. In 1756 it rose to £4 5s. per load, and 3s. in addition, because no tops are received. Plank four inch sold in 1769 for £7 a load, three inch £6; which prices were the same in 1792.—*Ency. Britan.*

Timber, being the produce of Europe, shall not be imported into the United Kingdom, *to be used therein*, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109.

As to exemption of duty on wood, being 8 inches square or upwards, *fit for ship-building*, the produce of New South Wales, Norfolk Island, or Van Dieman's Land, or of New Zealand, see page 202.

As to timber from Canada, see page 603.

AN ACCOUNT of the Quantity of Timber imported into the United Kingdom, in the Year 1825.

From the North American Colonies.

	Loads.
Fir Timber	386,420
Oak	13,324
Unenumerated	15,618

From Denmark, Norway, Sweden, Russia, and Prussia.

Fir Timber	194,780
Oak	798
Unenumerated	321

Oak.—Of the oak there are several species, which produce valuable timber. Vitruvius enumerates five kinds, *viz.* the *esculus*, the *cerrus*, the *quercus*, the *suber*, and the *robur*; the timber of each being distinguished by its peculiar properties: but it would be difficult to identify some of the kinds mentioned by him with the species described by botanical writers. In general the English oak is spoken of by practical men as though there were but one species, and no difference in the quality of the wood, except that produced by soil and situation; but two distinct species have been long known to English botanists. Common British oak is found throughout the temperate parts of Europe, and is that which is most commonly met with in the woods and hedges of the south of England. In favourable situations this species attains an immense size. A fine healthy tree, in the grounds of Earl Cowper, at Panshanger, Herts, measures nearly 18 feet in circumference, at 5 feet from the ground; and the whole height of the tree exceeds 75 feet. The wood of this species has often a reddish tinge; the grain is tolerably straight and fine, and it is generally free from knots; sometimes closely resembling foreign wainscot. It splits freely, and makes good laths for plasterers and slaters; and it is decidedly the best kind of oak for joists, rafters, and for any other purposes where stiff and straight grained wood is desirable. The sessile-fruited oak, bay-oak of Bobart, Norwood oak of Martyn, is a native of the woods and hedges of the temperate parts of Europe, and appears to have been first noticed as a distinct species in this country by Mr. Bobart, in Bagley Wood, and near Newbury, in Berkshire. There is another species called the Durmast oak, which is a native of France and the South of England; its wood is not so strong nor of so firm a texture as the English oak, and it retains its foliage much later. The Austrian oak is a taller tree than the English oak, but the wood is whiter, softer, and less valuable. Of the American species the chestnut-leaved oak is a tall tree, remarkable for the beauty of its form: the wood is coarse-grained, but is very serviceable, and is much used for wheel carriages. The mountain red oak is a native of Canada, and the country west of the Alleghany Mountains; it is called the red oak from the leaves changing to a red or purple colour before they fall off. It is a large and fine tree of 90 or 100 feet in height,

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and of rapid growth; the wood is useful for many purposes, but it is light, spongy, and not very durable. The white oak, so called from the whiteness of its bark, is a native of the woods from New England to Carolina, and acquires an immense size in some of the middle states. Its wood is tough and pliable, and it is preferred to all others in America for both house and ship carpentry, being much more durable. It is less durable than British oak, but it is of a quicker growth. The blunt-lobed iron oak is another of the American species that produces very valuable ship-timber; the wood is hard and not liable to decay, and is preferred for fencing. It is found in most of the upland forests from Canada to Florida, and is a tree of 60 or 70 feet in height. The species of the Riga oak, so valuable on account of the straightness of its grain and freedom from knots, does not appear to have been determined: neither have I been able to find from what species the Dutch wainscot is obtained; it is grown in the forests of Germany, and floated down the Rhine. According to Hassenfratz, the mean size of the trunk of the

Common oak is.....45 feet in length and 32 inches diameter.

White American oak.. 58 35

Red American oak.... 48 32

Oak of a good quality is more durable than any other wood that attains a like size. Vitruvius says, it is of eternal duration when driven into the earth; and it is well known to be extremely durable in water; and in a dry state it has been known to last nearly 1000 years. The more compact it is, and the smaller the pores are, the longer it will last. The chief use of oak is for ship-timber: the consumption of oak for the construction and repair of the British navy in 1788 exceeded 50,000 loads of timber. (a) It is also useful for most purposes of the carpenter, and particularly in situations where it is exposed to the weather. It makes the best wall-plates, ties, templets, king posts, and indeed it is best suited for every purpose where its warping in drying and its flexibility do not render it objectionable; but, as Vitruvius has observed, it is very subject to twist and occasion cracks in the work it is employed in. The colour of the oak is a fine brown, and is familiar to every one; it is of different shades; that inclined to red is the most inferior kind of wood. It has a peculiar smell, and the taste is slightly astringent. The weight of a cubic foot of different kinds is—

English oak, from.....45 to 58 lb. seasoned.

Riga oak.....43 to 54

Red American oak 37 to 47

White American oak 50 to 56

Adriatic oak 58 to 68

Tredgold.

UFERS, under 5 inches square, and under 24 feet in length,
the 120 Duty 18 2 7

— under 5 inches square, and 24 feet in length, or up-
wards, the 120 Duty 27 0 0

— 5 inches square, or upwards, are subject to the duties
payable on Fir Timber.

— Ufers of the growth of any British possession in
America, and imported direct thence, viz.

.... under 5 inches square, and under 24 feet
in length, the 120..... Duty 3 5 0

[7 Geo. 4. c. 48.]

.... under 5 inches square, and 24 feet in length
or upwards, the 120..... Duty 4 17 6

.... 5 inches square, or upwards, are subject to
the duties payable on Fir Timber.

(a) Report of Commissioners of Woods and Forests, for 1812, p. 22.

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Ufers are similar to barks, only that the small end is not hewn, nor the bark taken off. Ufers are used for scaffolding poles, and for various other purposes, by wheelwrights, &c.—*Ed.*

WAINSCOT LOGS, 8 inches square or upwards the load			
of 50 cubic feet	Duty	2 15	0
Wainscot Logs of the growth of any			
British possession in America, and			
imported directly thence, the load			
of 50 cubic feet	Duty	0 12	0

Wainscot Logs are logs of oak previously to being cut into boards.—*Ed.*

ZEBRA WOOD, the ton	Duty	2 0	0
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[7 Geo. 4. c. 48.]

WOOD, Unmanufactured, of the growth of any British possession in America, not particularly enumerated, nor otherwise charged with duty, the £100 value	Duty	5 0	0
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WOOD Unmanufactured, not particularly enumerated, and on which the duties due on the importation are payable according to the value thereof, being of the growth of the British limits within the province of Yucatan in the Bay of Honduras, and imported directly from the said Bay, the £100 value	Duty	5 0	0
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WOOD Unmanufactured, not particularly enumerated, nor otherwise charged with duty, the £100 value	Duty	20 0	0
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Alder.—The alder tree is a native of Europe and Asia, that grows in wet grounds and by the banks of rivers. The tree seldom exceeds 40 feet in height. The wood is extremely durable in water or wet ground. The colour of alder is reddish yellow, of different shades, and nearly uniform. It is soft, and works very easily; would cut well in carving, and make very good models for casting from.—*Tredgold.*

Ash.—The common ash is a native of Europe and the north of Asia, and is the most valuable of the genus. There are other species both in America and other places, but I do not know any thing worthy of notice respecting their wood. The ash is a very rapid growing tree, and, like the chesnut, the young wood is much more valuable than that of old trees. No timber differs more from a difference of soil and situation than the ash. The mean size of the trunk is, according to Hassenfratz, 38 feet in length and 23 inches in diameter; but sometimes this tree attains an immense size. The colour of the wood of old trees is oak brown. The wood of young trees is brownish white with a shade of green.—*Tredgold.*

Chesnut.—The wood called chesnut is commonly called the sweet or Spanish chesnut. This tree is a native of the warmer mountainous parts of Europe, and was once very common in this country. It is one of the largest and most long-lived of European trees, sometimes enduring more than a thousand years. The mean size of its trunk, according to Hassenfratz, is about 44 feet in length and 37 inches in diameter; and it is of a rapid growth. The chesnut contains only a very small proportion of sap-wood, and therefore the wood of young trees is found to be superior even to oak in durability. Marshall states, that hop-poles of this wood last longer than any other; and in pales, stakes, and posts, it has been known to last from 20 to 30 years, which is longer than most woods last in such situations. Chesnut is useful for the same purposes as oak, when the timber is not from old trees; but the wood of old trees is unfit for any situation where an uncertain load is to be borne, as it is brittle. The wood of the chesnut is nearly of the same colour as that of the oak.—*Tredgold.*

Elm.—The broad-leaved elm or wych hazel appears to be the most common species throughout Europe; it is frequent in the woods and hedges of England, particularly in the northern counties. Sir J. E. Smith says, "the wood fetches about half the price of our Norfolk campestris." The Dutch elm is a native of Holland,

WOOD.

its wood is very inferior to the other species; indeed Miller says it is good for nothing. The wych elm is the largest tree, and the Dutch elm the smallest. Elm has always been much esteemed for its durability in situations where it is constantly wet; and it is also said to be very durable in a perfectly dry state, but not when exposed to the weather. The colour of the heart-wood of elm is generally darker than that of oak, and of a redder brown. The sap-wood is of a yellowish or brownish white, with pores inclined to red. Elm is in general porous, and cross-grained, sometimes very coarse-grained. It has a peculiar odour. It twists and warps much in drying, and shrinks very much both in length and breadth. It is difficult to work, but is not liable to split, and bears the driving of bolts and nails better than any other timber. The timber of the English elm is generally esteemed the best, that of the wych elm is equally as good, but the Dutch elm is very inferior.—*Tredgold*.

Hemlock. By custom order, dated 12th August, 1625, Hemlock is decided to be a species of Fir Timber, and liable to duty as such.

Larch.—Of the larch tree there are three species; one European, and two American. The European larch tree is a native of the Alps, of Switzerland, Italy, Germany, and Siberia. The variety from the Italian Alps is the most esteemed, and has been lately introduced to a considerable extent in the plantations of Britain. According to Hassenfratz, the mean size of the trunk is 45 feet in length, and 33 inches in diameter.—*Tredgold*.

Poplar.—There is not much difference in the wood of the poplars. The colour is of a yellowish or brownish white; one side of the annual rings being a little darker than the other, which renders the growth of each year visible. The Lombardy, the black and the common white poplar are the most esteemed. The Lombardy poplar is sometimes recommended for cheese-rooms and farm-houses in general, because neither mice nor mites will attack it.—*Tredgold*.

Sycamore.—The sycamore or great maple, generally called the plane tree in the north of England, is a native of the mountains of Germany, and is very common in Britain. It is a large tree, and of quick growth; it thrives well near the sea. According to Hassenfratz, the mean size of its trunk is about 32 feet in length, and 29 inches in diameter. The wood is durable in a dry state when it can be protected from worms, but it is equally as subject to be destroyed by them as beech. It is used chiefly for furniture, and the white wood of this tree is valuable for many ornamental articles. The colour of sycamore is generally of a brownish white; sometimes of a yellowish white, or nearly white in young wood, with a silky lustre.—*Tredgold*.

Walnut.—The common walnut tree is a native of Persia, and the northern parts of China. It was formerly much propagated in England for its wood, which was much esteemed before mahogany was introduced. The wood is very beautiful, and is still much prized by people of taste, who consider its colour to be far superior to the red brown of mahogany. The wood is durable, and not liable to be destroyed by worms; and it is much used for gun-stocks, and sometimes for furniture. The hickory or white walnut is a native of North America. It is a large tree, the trunk sometimes exceeding three feet in diameter. The wood of young trees is extremely tough and flexible, making excellent handspikes. The black Virginia walnut is also a native of America, and is found from Pennsylvania to Florida. It is a large tree, and for furniture the wood is the most valuable of the walnut-tree kind. It is of a fine grain, and beautifully veined, receiving an excellent polish. It is also durable, and not affected by worms. The heart wood of walnut tree is of a grayish brown, with blackish brown pores, often much veined, with darker shades of the same colour; the sap-wood is grayish white. The colours are much brightened, and the veins rendered more distinct by oiling.—*Tredgold*.

WOOL,

WOOL. (*a*)

WOOL, Beaver Wool. the lb.....	Duty	0	1	7
.... cut and combed, the lb.....	Duty	0	4	9

The beaver is found in the northern parts of Europe and Asia, but most abundantly in north America. The fur is coarse and of a ferruginous brown colour, beneath which, and close to the body, is found a fine down.—*Ency. Metrop.*

———Bison or Buffalo Wool, the produce of and imported directly from, any British possession, the lb.	Duty	0	0	4
.... of any other place, or if otherwise imported, the lb.....	Duty	0	0	6

The bison is a species of the ox.—*Ency. Britan.*

The buffalo is the vulgar name of the *Bos bubalus*, or ox.—*Ency. Metrop.*

———Carmenia Wool, the lb.....	Duty	0	0	1
For description of Carmania Wool, see Goat's Wool in Wool.				
———Coney Wool, the lb.....	Duty	0	0	2

Coney wool, or rabbit's fur, is chiefly used by hatters.—*Ed.*

———Cotton Wool, or Waste of Cotton Wool, viz.				
.... Cotton Wool, or Waste of Cotton Wool, the Produce of and imported from Malta.....	<i>Free.</i>			
[7 Geo. 4. c. 48.]				
.... the produce of any British possession in America, and imported directly thence.....	Duty	<i>Free.</i>		
.... the produce of any British possession in America, not being imported directly thence, and Cotton Wool, or Waste of Cotton Wool, the produce of any other country or place, the £100 value.....	Duty	6	0	0

That beautiful vegetable wool, or substance, called cotton, is the spontaneous production of three parts of the earth. It is found growing naturally in all the tropical regions of Asia, Africa, and America, and may be justly comprehended among the most valuable gifts of a bountiful Creator superintending and providing for the necessities of man.

The cotton wool, which is manufactured into cloth, consists of two distinct kinds, known to the planters by the names of *Green Seed Cotton* and *Shrub Cotton*.

Green-Seed Cotton is of two species. Both these species, though they produce pods at an early age, when they are mere shrubs, will, if suffered to spread, grow into trees of considerable magnitude, and yield annual crops, according to the season, without any kind of cultivation. The blossoms put forth in succession from October to January, and the pods begin to open fit for gathering, from February to June.

Shrub Cotton, properly so called. The shrub itself very nearly resembles an European corinth bush, and may be subdivided into several varieties, all of which however nearly resembling each other —*Edwards.*

A machine of American invention, used in the cleaning of the upland cotton, has much improved the prospect of the agriculturist in cultivating it, and given birth indeed to the article as an export. Prior to this invention, in 1793, the plant was little grown, and scarcely a pound of it exported; it has now become the principal object of the South Carolina and Georgia planters, and nearly supplanted their indigo. Great Britain is the principal market for American cotton.—*Ency. Metrop.*

A specimen of a peculiar kind of cotton, the growth of Colombia, has been recently exhibited at Savannah. It was obtained near Bogota, and is said to be of an extremely soft and perfectly silky texture and glossy appearance, of a short

(*a*) From and after January 1, 1828, wool, being the produce of Europe, shall not be imported into the United Kingdom to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 7 & 8 Geo. 4. c. 56. § 17.

WOOL. (*a*)

staple and dark or dingy colour. It grows on a tree of considerable height, different from our plant. The cotton grows round the seed, in something like the shape of a pine apple, so that when picked it requires no ginning. The Indians work it into shawls, &c. and a quantity has been sent to France, for the purpose of ascertaining whether it cannot be incorporated into the manufacture of silk goods.—*Ed.*

As to manufactures of Cotton, see Cotton.

Goat's Wool, or Hair, the lb.	Duty	0	0	1
.... the produce of and imported from any British possession	Duty	<i>Free.</i>		
Articles of Manufactures of Hair or Goats' Wool, or of Hair or Goats' Wool and any other material, wholly or in part made up, not otherwise charged with duty, the £100 value.	Duty	30	0	0
[7 Geo. 4 c. 48.]				

Goats' or Turkey Goats' Wool, is the product of the shores of the Levant, and of several parts of the East Indies.—*Ed.*

Vicunna Wool. The vicunna rather resembles the goat than the camel. Its wool is now well known, and greatly esteemed in Europe, and is made into very fine cloth. The vicunnas are very abundant in the Cordillera of the Andes, and live on the most steep, craggy parts of those mountains: instead of receiving any injury from rain and snow, they, on the contrary, seem to derive much benefit from them; for if they be brought into the plains, they very soon grow lean, and are covered with a sort of ring-worm, which kills them in a short time. Hence it happens, that they have not been reared well in any part of Europe. They feed in flocks, like goats, and they no sooner see a man than they escape with great velocity, driving their young before them. The hunters join in large bodies, surround some hill on which they are known to feed, and following them gently, they drive them towards some narrow passage, over which they have previously drawn a rope, on which they hang bunches of old rags; as soon as the vicunnas, which are naturally timid, see these, they are so frightened, that, not daring to proceed any further, and huddling together, they permit the hunters to catch, shear, and kill them. Notwithstanding the great numbers which have been daily killed for the sake of the meat, which is excellent, from the time of the conquest of America, the flocks are still undiminished, and it is probable they must have more than one at a birth.—*Ency. Metrop.*

WOOL, Hare's Wool, the lb.	Duty	0	0	2
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This article is brought from the northern parts of Europe and America, and is used principally by hatters.—*Ed.*

—— Lamb's Wool. See Sheep's Wool.

—— Ostrich Wool, the lb.	Duty	0	0	6
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Ostrich Wool is the fine soft down lying close under the feathers of the ostrich. Germany, the Levant, Italy, and other parts bordering on the Mediterranean, are the places whence it is generally brought. It is used as a substitute for beaver in manufacturing hats.—*Ed.*

—— Polonia Wool, the lb.	Duty	0	0	6
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—— Red Wool, the lb.	Duty	0	0	6
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Red Wool is used for the making of cashmere shawls, which, says the Editor of the Quarterly Review, continue to be sold from £500 to £1000 each.—*Ed.*

—— Sheep or Lamb's Wool, *viz.*

.... the produce of, and imported from any British possession.	Duty	<i>Free.</i>		
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(*a*) See Note in preceding page.

WOOL.

WOOL, Sheep or Lamb's Wool, *continued.*

..... the produce of, or imported from any other place, not being of the value of 1s.
 the lb. thereof, the lb. Duty 0 0 0½
 being of the value of 1s. the lb. or upwards, the lb. Duty 0 0 1

Sheep's wool is an article of the greatest importance to this country. For a long succession of years the exportation of British wool was entirely prohibited. Some few years since, a duty of 6*d.* the lb. was imposed on all foreign wool imported. An understanding, however, has existed lately, that if British wool were allowed to be exported, the duty on the foreign article would either be totally repealed or greatly reduced. Both these points have lately been gained, *viz.* that of almost unrestrained import and export. Wool is imported from most of the maritime states of Europe. Formerly Spain was unrivalled in her wools. Germany, however, has now the preference for fine wools, and a good sort is brought from New South Wales. The uses of wool are so well known, that it would be superfluous to enumerate them.—*Ed.*

As to Wool the produce of New South Wales, See AUSTRALIA, PART 10.

AN ACCOUNT of the Quantity of Sheep and Lamb's Wool Imported into Great Britain, in each Year, for the Three Years from 5th January 1822 to 5th January 1825.

Whence Imported.	1823. lb.	1824. lb.	1825. lb.
Total of Foreign Produce	19,058,080	19,366,725½	22,550,090
Ireland (Produce).....	260,260	1,273,286	1,300,468
Isles of Alderney and Man (Produce)	14,284½	11,404	8,132
Total Quantity Imported..	19,332,624½	20,651,415½	23,858,690

AN ACCOUNT of the Quantity of Foreign Wool Imported into Great Britain, in each of the Three Years ending 5th January 1824, 1825, 1826.

Year ending 5th January,	lb.
1824.....	19,378,129
1825.....	22,558,222
1826.....	43,700,553

WOOLLENS, articles of Manufactures of Wool (not being Goats' wool), or of wool mixed with cotton, wholly or in part made up, not otherwise charged with duty, the £100 value.. Duty 20 0 0
 [7 Geo. 4. c. 48.]

The question of British and Foreign manufactures being almost inseparable, it is deemed right to give the following extract here.—*Ed.*

The woollen manufactures of the country have been gradually extended and improved for the last two centuries ; but since the commencement of the reign of George III. their advance has proceeded with a rapidity that has no parallel in past times. Till about forty or fifty years ago the wool, when shorn and washed, was scribbled, combed or carded by hand. It was then distributed among various persons, at scattered residences, to be spun ; and most of the manufacturers had houses for receiving periodically the yarn from the several spinners. The resort to them caused the sacrifice of much time, and perpetual squabbles between the parties regarding the weight of the work, or the length and number of the threads in the skeins. In many cases the spinning was performed in distant countries, and much time sacrificed, and heavy expenses incurred, in the transmission of the material. The warping was slowly performed by hand, and the abb or shoot placed

YARN.

on the quills also by the same tiresome process. The parts of the work which followed the weaving, such as shearing, dressing and finishing, were likewise all performed by manual labour. By regular and gradual steps machinery has been invented for the whole of these operations; and though human labour has been thus abridged, the manufacture gives employment to a greater number of hands than at any past period; and whilst the very lowest description of labourers are now as well paid as the majority of them formerly were, new and superior classes of workmen have been created, who, without the introduction of machinery, would have been left in the general low condition of the cloth-makers in former times. By machine-spinning a greater evenness is given to the threads.

Of the rapidity of woollen manufacture a singular specimen was given a few years ago, when the late Sir John Throgmorton sat down to dinner dressed in a coat which, on the same morning, had been wool on the back of the sheep. The animals were sheared, the wool washed, carded, spun, and woven; the cloth was scoured, fulled, sheared, dyed and dressed, and then, by the tailor's aid, made into a coat, between sun-rising and the hour of seven; when the party sat down to dinner, with their chairman dressed in the product of this active day.

Although the machinery invented in England, or applied first in England to this branch of industry, has been copied by the manufacturers on the continent of Europe, and naturalized in the United States of America, the exportation of our cloth has gone on increasing. We have not only worked up all the wool shorn from our own gradually augmented flocks, but have found the supply from Spain so inadequate to our demand, that we have drawn prodigious quantities from Prussia, Saxony, and many parts of the continent of Europe from which little or none was formerly imported into this country. (a) The importation of no species of raw material, except of cotton, has increased in the same ratio as that of sheep's wool, which our readers may believe probable from looking at the following account.

Average annual importation of sheep's wool for the years 1765,	lb.
1766, and 1767	4,241,364
Average annual importation of the same for the years 1788,	
1789, and 1790	2,911,499

Average annual importation for the years 1822, 1823, and 1824 18,884,876

At the same time, the consumption of our woollen goods by foreign nations has been increasing at the rate shown by the following account:

Annual average exportation of woollens, according to official value, for the years 1765, 1766, and 1767	£4,630,384
The same for the years 1804, 1805, and 1806	5,667,551
The same for the years 1822, 1823, and 1824	6,200,548

Quarterly Review.

WRECK. See Derelict.

Y.

YARN, Cable Yarn, the cwt. Duty 0 10 9

Cable Yarn is composed of hemp slightly manufactured.—*Ed.*

—— Camel or Mohair Yarn, the lb. Duty 0 0 1

[7 Geo. 4. c. 48.]

Camel or Mohair Yarn, is spun from the hair of a particular sort of goat common in Asiatic Turkey.—*Ed.*

As to the importation of mohair yarn, the produce of Asia, from the dominions of the Grand Signor in the Levant Seas, see p. 1—5.

—— Grogam Yarn, the lb. Duty 0 0 6

Grogam Yarn, is composed of mohair and silk, and when woven forms a taffety, coarser and thicker than ordinary.—*Ed.*

(a) Latterly also from New South Wales.

ZED

YARN, Raw Linen Yarn the cwt..... Duty 0 1 0

Raw Linen Yarn. Flax loosely spun into thread.—*Ed.*AN ACCOUNT of the Quantity of Foreign Linen Yarn Imported into Great Britain
in the Year ending 5th January 1825.

	<i>Cwt.</i>	<i>qr.</i>	<i>lb.</i>
Russia.....	13,968	1	6
Prussia.....	21,610	2	15
Germany.....	20,200	2	6
Holland.....	3	1	0
Flanders.....	2	0	24
France.....	9	2	13

Foreign Countries.....	55,794	2	8
Isle of Man (produce thereof).....	2	0	20

Total (exclusive of Ireland) 55,796 3 0

Worsted Yarn of all sorts the lb. [7 & 8 Geo. 4.
c. 56]..... Duty 0 0 6
Worsted Yarn is wool slightly put together, afterwards to be worked up into
stockings, and various other manufactures.—*Ed.*AN ACCOUNT of the quantity of Linen Yarn, Imported into Great Britain and
Ireland respectively, from Foreign Parts, in the Year ended January 5, 1825

	<i>Cwt.</i>	<i>qr.</i>	<i>lb.</i>
Into Great Britain.....	55,797	3	0
Into Ireland.....	1	2	16

Total into United Kingdom..... 55,799 1 16

Z.

ZAFFRE, the lb..... Duty 0 0 1

The zaffre that is commonly sold, and which comes from Saxony, is a mixture of
oxide of cobalt with some vitrifiable earth. It is of a grey colour, as all the
oxides of cobalt are before vetrification.—*Ure.*ZEDOARIA, the lb..... Duty 0 1 3
Drawback 0 0 10This is a spicy root brought from the East Indies, in pieces about an inch long,
rather rough on the surface, and commonly terminating in a point.—*Ency. Britan.*

<i>GOODS, being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value</i>	<i>Duty 20 0 0</i>
<i>———— not being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value.....</i>	<i>Duty 10 0 0</i>

PART II.

GENERAL REGULATIONS

AS TO

EXPORTS.

Entry.—Shipment.—Stores.—Vicuallling Bill.—Times, Places, and Care of Officers. No goods shall be shipped, or waterborne to be shipped on board any ship, in any place in the United Kingdom, or in the Isle of Man, to be carried to parts beyond the seas, before due entry outwards of such ship, and due entry of such goods shall have been made and cocket granted, nor before such goods shall have been duly cleared for shipment, in manner hereinafter directed; and no stores shall be shipped for the use of any such ship bound to parts beyond the seas, nor shall any goods be deemed or admitted to be such stores, except such as shall be borne upon the victualling bill duly granted for such ship; and no goods shall be so shipped, or waterborne to be so shipped, except at such times and places, and in such manner, and by such persons, and under the care of such officers, as is and are hereinafter directed; and all goods and stores which shall be shipped or be waterborne to be shipped contrary hereto, shall be forfeited. 6 Geo. 4. c. 107. § 55.

Clearance of Ships. No ship, on board of which any goods or stores shall have been shipped in any port in the United Kingdom, or in the Isle of Man, for parts beyond the seas, shall depart from such port until such ship shall have been duly cleared outwards for her intended voyage, in manner hereinafter directed, under forfeiture of £100 by the master of such ship. § 56.

Vicuallling Bill. The master of every ship which is to depart from any port in the United Kingdom, or in the Isle of Man, for parts beyond the seas, shall, upon due application made by him, receive from the searcher a victualling bill for the shipment of such stores as he shall require, and as shall be allowed by the collector and controller for the use of such ship, according to the voyage upon which she is about to depart; and no articles taken on board any ship shall be deemed to be stores, except such as shall be borne upon the victualling bill for the same. § 57.

Certificate of Clearance of last Voyage.—Ships' Entry Outwards.—Stiffening Order. The master of every ship in which any goods are to be exported from the United Kingdom, or from the Isle of Man, to parts beyond the seas, shall, before any goods be taken on board, deliver to the collector or controller a certificate from the proper officer of the clearance inwards or coastwise of such ship of her last voyage, specifying what goods, if any, have been reported inwards for exportation, and shall also deliver to the collector or controller an account, signed by the master or his agent, of the entry outwards of such ship for her intended voyage, setting forth the name and tonnage of the ship, the name of the place to which she belongs if a British ship, or of the country if a foreign ship, the name of

the master, and the names of the places for which she is bound, if any goods are to be shipped for the same, and the name of the place in such port at which she is to take in her lading for such voyage, and if such ship shall have commenced her lading at some other port, the master shall state the name of any port at which any goods have been laden, and shall produce a certificate from the searcher that the cockets for such goods have been delivered to him; and the particulars of such account shall be written and arranged in such form and manner as the collector and controller shall require; and such account shall be the entry outwards of such ship, and shall be entered in a book to be kept by the collector, for the information of all parties interested; and if any goods be taken on board any ship before she shall have been entered outwards, the master shall forfeit £100: Provided always, that where it shall become necessary to lade any heavy goods on board any ship before the whole of the inward cargo is discharged, it shall be lawful for the collector and controller to issue a stiffening order for that purpose, previous to the entry outwards of the ship. § 58.

Bill of Entry.—Payment of Duties, and Cocket. The person entering outwards any goods to be exported to parts beyond the seas from any port in the United Kingdom or in the Isle of Man, shall deliver to the collector or controller a bill of the entry thereof, fairly written in words at length, expressing the name of the ship and of the master, and of the place to which the goods are to be exported, and of the person in whose name the goods are to be entered, and the quantities and proper denominations or descriptions of the several sorts of goods, and shall pay down any duties which may be due upon the exportation of any such goods; and such person shall also deliver at the same time one or more duplicates of such bill, in which all sums and numbers may be expressed in figures; and the particulars to be contained in such bill shall be written and arranged in such form and manner, and the number of such duplicates shall be such, as the collector and controller shall require; and thereupon the collector and controller shall cause a cocket to be written for such goods, making it known that such goods have been so entered; and every cocket shall be signed by such collector and controller, and be delivered to the person who shall have made such entry, and such person shall keep and be responsible for the proper use of the same. § 59.

Goods for Drawback or Bounty.—Duty Goods.—Goods under Restriction.—Ad valorem Goods.—Declaration of Value.—Form of Declaration. If any drawback or bounty be allowable upon the exportation of any such goods, or any duty be payable thereon, or any exemption from duty claimed, or if any such goods be exportable only according to some particular regulation, or under some restriction, or for some particular purpose or destination, such goods shall be entered and cleared for shipment by such denominations or descriptions as are used in the granting of such drawback or bounty, or in the levying of such duty, or granting such exemption, or in the directing of such regulations, purpose, or destination; and if the goods in such entry are charged to pay duty according to the value thereof, such value shall be stated in the entry, and shall be affirmed by the declaration of the exporter or his known agent, to be made upon the entry, and attested by his signature; and if any person shall make such declaration, not being the exporter of such goods, nor his agent duly authorised by him, such person shall forfeit £100; and such declaration shall be made in manner and form following, and shall be binding upon the person making the same; viz.

“ I A. B.

“I A. B. do hereby declare, that I am the exporter of the goods mentioned in this entry, [or, that I am duly authorized by him,] and I do enter the same at the value of
 Witness my hand the day of A. B.” § 60.

How Goods undervalued may be Detained and Sold. If upon examination it shall appear to the officers of customs that such goods are not valued according to the true value thereof, the same may be detained, and (within two days) taken and disposed of for the benefit of the crown, in like manner as is hereinbefore provided in respect of goods imported; (a) *except that no sum in addition to the amount of the valuation, and the duties paid, shall be paid to the exporter or proprietor of the goods.* § 61.

Foreign Goods for Drawback, or from Warehouse or Duties to be first paid.—Manner of Entry.—Certificate.—Cocket. The person intending to enter outwards any foreign goods for drawback, or any foreign goods which are to be exported from the warehouse, or any foreign goods upon which the duties inwards are required to have been paid before the same be exported, shall first deliver to the collector or controller of the port where such goods were imported or are warehoused, two or more bills, as the case may require, of the particulars of the importation of such goods, and of the entry outwards intended to be made; and thereupon such collector and controller, finding such bills to agree with the entry inwards, shall write off such goods from the same, and shall issue a certificate of such entry for warehousing or payment of duties, as the case may be, with such particulars thereof as shall be necessary for the computation of the drawback allowable on such goods, or for the due delivery thereof from the warehouse, and setting forth in such certificate the destination of the goods, and the person in whose name they are to be entered for exportation, and also the ship in which they are to be exported, if they are to be exported from the port where such certificate is issued, but if from another port, then only the name of such other port: and such certificate, together with two or more bills of the same, as the case may require, in which all sums and numbers may be expressed in figures, being delivered to the collector or controller of the port, from which the goods are to be exported, shall be the entry outwards of such goods; and such collector and controller shall thereupon cause a cocket to be written and delivered for such goods, in manner hereinbefore directed. § 62.

Clearance of Goods.—Packages to be endorsed on Cocket.—Marks and Numbers, and Total Quantities.—Bounty, Drawback, or Duty Goods, or Goods under particular Conditions. Before any part of the goods for which any cocket shall have been granted shall be shipped, or waterborne to be shipped, the same shall be duly cleared for shipment with the searcher; and before any goods be cleared for shipment, the particulars of the goods for each clearance shall be endorsed on such cocket, together with the number and denomination or description of the respective packages containing the same; and in the margin of each such endorsement shall be delineated the respective marks and numbers of such packages; and to each such endorsement shall be subjoined, in words at length, an account of the total quantities of each sort of goods intended in such endorsement, and the total number of each sort of package in which such goods are contained, distinguishing such goods, if any, as are to be cleared for any bounty, or drawback of excise or customs, and also such goods, if any, as are subject to any duty on exportation, or entitled to any exemption

(a) See page 15.

from such duty, and also such goods, if any, as can only be exported by virtue of some particular order or authority, or under some particular restriction or condition, or for some particular purpose or destination; and all goods shipped, or waterborne to be shipped, not being duly cleared as aforesaid, shall be forfeited. § 64.

Cocket endorsed.—Shipping Bill.—Order of Searcher for Shipment. The person clearing such goods for shipment shall, upon each occasion, produce the cocket so endorsed to the searcher, and shall also deliver a shipping bill or copy of such endorsement, referring by names and date to the cocket upon which such endorsement is made, and shall obtain the order of the searcher for the shipment of such goods; and the particulars to be contained in such endorsement, and in such shipping bill, shall be written and arranged in such form and manner as the collector and controller shall require. § 65.

Free Goods.—Specification and Declaration.—Invoices, Bills of Parcel, &c.—Time allowed for ascertaining Value and Delivery of Shipping Bill. Upon the clearance for shipment of any goods, the produce or manufacture of the United Kingdom, not liable to any export duty, an account, containing an accurate specification of the quantity, quality, and value of such goods, together with a declaration to the truth of the same, signed by the exporter, or his known agent, shall be delivered to the searcher by the person clearing such goods; and if such declaration be false, the person signing the same shall forfeit £20; and it shall be lawful for the searcher to call for the invoice, bills of parcels, and such other documents relating to the goods, as he may think necessary for ascertaining the true value of the same: Provided, that if such exporter or agent shall make and sign an affidavit before the collector or controller, that the value of the goods cannot be ascertained in time for the shipment of the same, and such affidavit shall be delivered to the searcher at the time of clearance, a further time of three months shall be allowed for the delivery of such separate shipping bill, on failure whereof such exporter or agent shall forfeit £20. § 68.

Goods for Excise Drawback.—Notice to Officer of Excise.—Excise Order to Searcher.—Shipment to be certified. No drawback of excise shall be allowed upon any goods so cleared, unless the person intending to claim such drawback shall have given due notice to the officer of excise, in form and manner required by any law in force relating to the excise, and shall have obtained and have produced to the searcher at the time of clearing such goods a proper document under the hand of the officer of excise, containing the necessary description of the goods for which such drawback is to be claimed; and if the goods to be cleared and shipped under the care of the searcher shall, upon examination, be found to correspond in all respects with the particulars of the goods contained in such document, and such goods shall be duly shipped and exported, the searcher shall, if required, certify such shipment upon such document, and shall transmit the same to the officer of excise. § 69.

Officer of Excise may attend Examination, seal Packages, and keep Charge. It shall be lawful for the officer of excise to attend and assist at such examination, and to mark or seal the packages, and to keep joint charge of the same, together with the searcher, until the same shall have been finally delivered by him into the sole charge of the searcher, to be shipped and exported under his care. § 70.

Goods not agreeing with Cocket or Shipping Bill.—Prohibited Goods. If any goods, which are subject to any duty or restriction in respect of exportation,

exportation, or if any goods, which are to be shipped for any drawback or bounty, shall be brought to any quay, wharf, or other place, to be shipped for exportation, and such goods shall not agree with the endorsement on the cocket, or with the shipping bill, the same shall be forfeited; and if any goods prohibited to be exported be found in any package brought as aforesaid, such package and every thing contained therein shall be forfeited. § 71.

How Searcher may open Packages, Examine Goods, and Repack. It shall be lawful for the searcher to open all packages, and fully to examine all goods shipped or brought for shipment at any place in the United Kingdom, or in the Isle of Man; and if the goods so examined be found to correspond in all respects with the cocket and clearance purporting to be for the same, such goods shall be repacked at the charge of such searcher, who may be allowed such charge by the commissioners of customs, if they shall see fit so to do. § 72.

Clearance of Ship.—Content to be delivered to Searcher.—Cockets to be delivered to Searcher to be filed.—Master to swear to Content.—Clearance to be notified on Content, on File, and on Victualling Bill, and in Book of Ships' Entries. Before any ship shall be cleared outwards at any port in the United Kingdom, or in the Isle of Man, for parts beyond the seas, with any goods shipped on board the same in such port, the master shall deliver a content of such ship to the searcher, setting forth the name and tonnage of such ship, and the places of her destination, and the name of the master, and also an account of the goods shipped on board, and of the packages containing such goods, and of the marks and numbers upon such packages, and a like account of the goods on board, if any, which had been reported inwards for exportation in such ship, so far as any of such particulars can be known by him; and also, before the clearance of such ship, the cockets, with the endorsements and clearances thereon for the goods shipped, shall be finally delivered by the respective shippers of such goods to the searcher, who shall file the same together, and shall attach with a seal a label to the file, showing the number of cockets contained in the file, and shall compare the particulars of the goods in the cockets with the particulars of the goods in such content, and shall attest the correctness thereof by his signature on the label and on the content: and the master of the ship shall make oath before the collector or controller to the truth of such content; and shall also answer upon oath to the collector or controller such questions concerning the ship, the cargo, and the intended voyage, as shall be demanded of him; and thereupon the collector or controller shall clear such ship for her intended voyage, and shall notify such clearance and the date thereof upon the content, and upon the label to the file of cockets, and upon the victualling bill, and also in the book of ships' entries outwards, for the information of all parties interested; and shall transmit the content, and the cockets, and the victualling bill, to the searcher; and the particulars to be contained in such content shall be written and arranged in such form and manner as the collector and controller shall require. § 73.

File of Cockets and Victualling Bill to be delivered to Master. The file of cockets and the victualling bill shall thereupon be delivered by the searcher to the master of such ship, at such station within the port, and in such manner as shall be appointed by the commissioners of customs for that purpose; and such file of cockets and victualling bill so delivered shall be kept by the master of such ship, as the authority for departing from

from the port with the several parcels and packages of goods and of stores on board, so far as they shall agree with the particulars in the endorsements on such cockets, or with such victualling bill. § 74.

Ships clearing in Ballast.—Master to answer on Oath.—Clearance to be notified on Victualling Bill and in Ships' Entries Book. If any ship be to depart in ballast from the United Kingdom, or from the Isle of Man, for parts beyond the seas, having no goods on board except the stores of such ship borne upon the victualling bill, or any goods reported inwards for exportation in such ship, the master of such ship shall, before her departure, answer upon oath to the collector or controller such questions touching her departure and destination as shall be demanded of him; and thereupon the collector or controller shall clear such ship in ballast, and shall notify such clearance and the date thereof on the victualling bill, and also in the book of ships' entries outwards, for the information of all parties interested; and such victualling bill shall be kept by the master of such ship as the clearance of the same. § 75.

Part of former Cargo reported for Exportation. If there be on board any ship any goods of the inward cargo which were reported for exportation in the same, the master shall, before clearance outwards of such ship from any port in the United Kingdom, or in the Isle of Man, deliver to the searcher a copy of the report inwards of such goods, certified by the collector and controller; and such copy, being found to correspond with the goods so remaining on board, shall be the authority to the searcher to pass such ship with such goods on board; and being signed by the searcher, and filed with the cockets, shall be the clearance of the ship for those goods. § 76.

How Master may enter Passengers' Baggage in his Name.—Ships with Baggage only deemed in Ballast. If any passengers be to depart in any ship from the United Kingdom, or from the Isle of Man, for parts beyond the seas, it shall be lawful for the master of such ship to pass an entry and to receive a cocket in his name for the necessary personal baggage of all such passengers, and duly to clear such baggage for shipment in their behalf, stating in such clearances the particulars of the packages, and the names of the respective passengers; and if such ship be to take no other goods than the necessary personal baggage of passengers actually going the voyage, it shall be lawful for such master to enter such ship outwards in ballast for passengers only; and if no other goods than such baggage duly entered and cleared, be taken on board such ship, the same shall be deemed to be a ship in ballast, notwithstanding such baggage, and shall be described in the clearance, on the content, and on the label to the cocket or cockets, and on the victualling bill, and in the book of ships' entries, as a ship cleared in ballast, except as to the necessary personal baggage of passengers going the voyage. § 77.

How Master may enter Goods for Private Use of Self and Crew.—Ship to be deemed in Ballast. If the master and crew of any foreign ship which is to depart in ballast from the United Kingdom for parts beyond the seas, shall be desirous to take on board chalk rubbish by way of ballast, to take with them for their private use any small quantities of goods of British manufacture, it shall be lawful for such master, without entering such ship outwards, to pass an entry in his name, and receive a cocket free of any export duty for all such goods, under the general denomination of British manufactures not prohibited to be exported, being for the use and privilege of the master and crew, and not being of greater value than
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in the proportion of £20 for the master, and £10 for the mate, and £5 for each of the crew, and stating that the ship is in ballast; and the master shall duly clear such goods for shipment in behalf of himself and crew, stating in such clearances the particulars of the goods and packages, and the names of the crew who shall jointly or severally take any of such goods under this privilege; and such ship shall be deemed to be a ship in ballast, and be cleared as such, and without a content, notwithstanding such goods, or such cocket or cockets; and such clearance shall be notified by the collector or controller on the label to the cocket or cockets, and on the victualling bill, and in the book of ships' entries, as a clearance in ballast, except as to the privilege of the master and crew. § 78.

How Officers may board Ship after Clearance.—Goods not in Cockets.—Goods in Cockets and not on board.—Cocket falsified. It shall be lawful for the officers of customs to go on board any ship after clearance outwards, within the limits of any port in the United Kingdom or in the Isle of Man, or within four leagues of the coast thereof, and to demand the file of cockets, and the victualling bill; and if there be any goods or stores on board not contained in the endorsements on the cockets, nor in the victualling bill, such goods or stores shall be forfeited; and if any goods contained in such endorsements be not on board, the master shall forfeit £20 for every package or parcel of goods contained in such endorsements and not on board; and if any cocket be at any time falsified, the person who shall have falsified the same, or who shall have wilfully used the same, shall forfeit £100. § 79.

Ships to bring to at Stations. Every ship departing from any port in the United Kingdom, or in the Isle of Man, shall bring to at such stations within the port as shall be appointed by the commissioners of customs for the landing of officers from such ships, or for further examination previous to such departure. § 80.

Debenture Goods to be in Name of real Owner, or of Commission Merchant. No drawback or bounty shall be allowed upon the exportation from the United Kingdom of any goods, unless such goods shall have been entered in the name of the person who was the real owner thereof at the time of entry and shipping, or of the person who had actually purchased and shipped the same, in his own name and at his own liability and risk, on commission, according to the practice of merchants, and who was and shall have continued to be entitled in his own right to such drawback or bounty, except in the cases hereinafter provided for. § 81.

Oath to Exportation, and Property, and Right to Drawback or Bounty.—Name of Person entitled. Such owner or commission merchant shall make oath upon the debenture that the goods mentioned therein have been actually exported, and have not been relanded, and are not intended to be relanded in any part of the United Kingdom, nor in the Isle of Man, (unless entered for the Isle of Man,) nor in the islands of Faro or Ferro, and that he was the real owner thereof at the time of entry and shipping, or that he had purchased and shipped the goods in his own name, and at his own liability and risk, on commission, as the case may be, and that he was and continued to be entitled to the drawback or bounty thereon in his own right: provided that if such owner or merchant shall not have purchased the right to such drawback or bounty, he shall declare under his hand upon the entry, and in his oath upon the debenture, the person who is entitled thereto; and the name of such person shall be stated in the cocket, and in the debenture; and the receipt of such person on the
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the debenture shall be the discharge for such drawback or bounty. § 82.

How Agent may pass Entry, receive Drawback, make Oath, and answer Questions for Owner not resident.—Joint Stock Companies. If such owner or merchant be resident in some part of the United Kingdom, being more than 20 miles from the custom house of the port of shipment, he may appoint any person to be his agent to make and pass his entry, and to clear and ship his goods, and to receive for him the drawback or bounty payable on his debenture, if payable to him, provided the name of such agent and the residence of such owner or merchant be subjoined to the name of such owner or merchant in the entry and in the cocket for such goods; and such agent being duly informed shall make declaration upon the entry, if any be necessary, and shall also make oath upon the debenture, in behalf of such owner or merchant, to the effect before required of such owner or merchant, and shall answer upon oath such questions, touching his knowledge of the exportation of such goods and the property therein, and of the right to the drawback or bounty, as shall be demanded of him by the collector or controller; and if any such goods be exported by any corporation or company trading by a joint stock, it shall be lawful for them to appoint any person to be their agent for the like purposes, and with the like powers to act in their behalf. § 83.

Property of Persons Abroad consigned to Agent, and Exported by him on account of Owner. If any goods which are to be exported for drawback be the property of any person residing abroad, having been consigned by the owner thereof to some person as his agent residing in the United Kingdom, to be exported through the same to parts beyond the seas, by such agent, upon account of such owner, it shall be lawful for such person, (being the consignee by whom and in whose name the duties inwards on such goods had been paid, or his legal representative,) in like manner, as agent for such owner, to enter, clear, and ship such goods for him, and upon like conditions to receive for him the drawback payable thereon. § 84.

Time of Shipment and Payment of Drawback.—Damaged Goods. No drawback shall be allowed upon the exportation of any goods, unless such goods be shipped within three years after the payment of the duties inwards thereon; and no debenture for any drawback or bounty allowed upon the exportation of any goods, shall be paid after the expiration of two years from the date of the shipment of such goods; and no drawback shall be allowed upon any goods which, by reason of damage or decay, shall have become of less value for home use than the amount of such drawback; and all goods so damaged which shall be cleared for drawback shall be forfeited; and the person who caused such goods to be so cleared shall forfeit £200, or treble the amount of the drawback in such case, at the election of the commissioners of customs. § 85.

Issuing and passing Debenture. For the purpose of computing and paying any drawback or bounty payable upon any goods duly entered, shipped, and exported, a debenture shall, in due time after such entry, be prepared by the collector and controller, certifying in the first instance the entry outwards of such goods; and so soon as the same shall have been duly exported, and a notice containing the particulars of the goods shall have been delivered by the exporter to the searcher, the shipment and exportation thereof shall be certified to the collector and controller, upon such debenture, by the searcher; and the debenture shall thereupon be

be computed and passed with all convenient despatch, and be delivered to the person entitled to receive the same. § 86.

Certificate of Landing.—Guernsey, &c. No drawback or bounty shall be allowed for any goods exported from the United Kingdom to Guernsey, Jersey, Alderney, Sark, or the Isle of Man, until a certificate be produced from the collector and controller of customs of the Isle of Man, or from the register of certificates, or other chief officer of the customs in Guernsey, Jersey, Alderney, or Sark, of the due landing of such goods. § 87.

Press-packed Goods.—Oath of Packer. No drawback or bounty shall be allowed for any goods exported from the United Kingdom in bales cleared as being press-packed, unless the quantities and qualities of the goods in each of such bales shall be verified by the master packer thereof, or in case of unavoidable absence, by the foreman of such packer, having knowledge of the contents of the bales, by oath made and subscribed upon the cocket before the collector or controller; or if such packer reside more than ten miles from the port, then by oath made and subscribed, upon an account of such goods, before a magistrate or justice of the peace for the county or place where such packer shall reside; and if such bales be not cleared as being press-packed, then the searcher having opened any such bale shall not be required to repack the same at his charge. § 88.

Who to ship Debenture or Warehoused Goods.—Licence and Bond. No goods cleared for drawback or bounty, or from the warehouse, shall be carried (a) waterborne, to be put on board any ship for exportation from the United Kingdom, by any person, unless such person shall be authorized for that purpose by licence under the hands of the commissioners of customs; and before granting such licence, it shall be lawful for the commissioners to require such security by bond for the faithful and incorrupt conduct of such person, as they shall deem necessary; and after granting such licence, it shall be lawful for the commissioners to revoke the same, if the person to whom the same shall have been granted shall be convicted of any offence against the laws relating to the customs or excise: provided always, that all such licences, which shall be in force on 5th January, 1826, shall continue in force as if the same had been afterwards granted under the authority of this act. § 89.

Warehouse or Debenture Goods not exported, or relanded, or carried to Guernsey, &c. without entry. If any goods which have been taken from the warehouse to be exported from the same, or any goods which have been cleared to be exported for any drawback or bounty, shall not be duly exported to parts beyond the seas, or shall be relanded in any part of the United Kingdom, (such goods not having been duly relanded or discharged as short-shipped under the care of the proper officers,) or shall be landed in the islands of Faro or Ferro, or shall be carried to the islands of Guernsey, Jersey, Alderney, Sark, or Man (not having been duly entered, cleared, and shipped to be exported directly to such island), the same shall be forfeited, together with the ship from or by which the same had been so relanded, landed, or carried, and any other ship, boat, or craft which may have been used in so relanding, landing, or carrying such goods; and any person by whom, or by whose orders or means such

(a) So in the act.

goods shall have been so taken or cleared, or so reloaded, landed, or carried, shall forfeit a sum equal to treble the value of such goods. § 90.

Times and Places for Shipping Goods. No goods shall be put off from any wharf, quay, or other place, or shall be waterborne in order to be exported, but only on days not being Sundays or holidays, and in the day time, viz. from the first day of September until the last day of March, between sun-rising and sun-setting, and from the last day of March until the first day of September, between the hours of seven o'clock in the morning and four o'clock in the afternoon; nor shall any such goods be then put off or waterborne for exportation, unless in the presence or with the authority of the proper officer of customs, nor except from a legal quay appointed by His Majesty, or at some wharf, quay, or place appointed by the commissioners of His Majesty's customs for the shipping of such goods by sufferance. § 97.

Prohibited Goods. If any goods liable to forfeiture for being shipped for exportation be shipped and exported without discovery by the officers of customs, the persons who shall have caused such goods to be exported shall forfeit double the value of such goods. § 98.

Prohibitions and Restrictions. The several sorts of goods enumerated or described hereafter, shall be either absolutely prohibited to be exported from the United Kingdom, or shall be exported only under the restrictions mentioned herein, according as the several sorts of such goods are respectively set forth. 6 Geo. 4. c. 107. § 99.

[Here follows in the act a List of Articles, but as those articles are all enumerated under their respective names in this Part, and as all regulations affecting them are given under such names, it is considered unnecessary to insert the List here.]

DUTIES, &c.

GOODS, of the growth, produce, or manufacture of the United Kingdom (except as hereinafter mentioned) exported to any place whatever, for every £100 of the value thereof . . . Duty 0 10 0
By 7 Geo. 4. c. 48. § 30. such duty shall not be charged upon any goods which are subject to any other export duty.

* * * *The Goods mentioned in this Part are all to be considered as British or Irish, unless otherwise particularly described.*

ACETOUS ACID. See Vinegar.

ACCOUTREMENTS, Military. See Stores.

ALE. See Beer.

AMERICA, United States of, Goods Exported to. See PART 9.

AMMUNITION. See Stores.

ANCHORS. See Stores.

APPOINTMENTS, Military. See Stores.

ARMS. See Stores.

ASHES, Pot and Pearl. See Stores.

BARK,

B.

BARK, Peruvian.

Stephani against Burrow.—June 7, 1794.

This was an action against the defendant, as under-searcher of customs, for refusing to sign a debenture to entitle the plaintiff to the drawback on a quantity of Peruvian bark, which he was then exporting. The jury found a verdict for the plaintiff, subject to the opinion of the court, on the following case :

The bark had been imported and paid duty in the rough state; had been pulverized by the plaintiff, and was about to be exported in that state. The question was, whether by this change it ceases to be entitled to the drawback. It was always exported under the general term *bark*, and the commissioners never would allow a certificate in the words *powdered bark*.

The case was argued in Michaelmas term, by Russel for the plaintiff and Leycester for the defendant; and again in Trinity term, by Pigott for the plaintiff and Burton for the defendant.

Argument for the plaintiff.—Either this clause means to consider the pulverized and rough bark in the same light, or applies only to the latter: if it does not apply to pulverized bark, then that is liable only to the general duty charged on all non-enumerated articles, which is much lower than this duty; but on the contrary, it has always been the policy of the country to put the lowest duty on the rough material, to encourage the home manufacture. Then if this, being the general term, applies to bark, whether pulverized or not, it does so both as to the duty and as to the drawback. (a)

The legislature must be supposed, when talking of the article, to have had in contemplation the state in which it is commonly used, at least as well as the rough state; and what strongly shows their meaning throughout the act is, that where they have intended any distinction between the different shapes of the same article, they have so expressed it; as liquorice powder is charged higher than liquorice root; white sugar is distinguished from brown; but not sugar in lumps from the same in powder; the quality is distinguished, but not the shape.

It is easy for the manufacturer to identify the article, whatever shape it may be in, and accordingly it is by his oath that it is to be done: § 3. [see page 247.] The revenue officer can no more distinguish the identity after a change of packages than after manufacture. Then the only criterion is, whether the manufacturer, by changing the shape, brings the article within a different legislative description; where it does not, as in bark, there is no material alteration.

For the defendant.—It is clear, that where there is a different duty and drawback on the manufactured article from the rough, it cannot be imported rough, and receive, after manufacture here, the drawback either as rough or as manufactured, because the change destroys the identity of the commodity. Then suppose the schedule had said, that for *Cortex Peruvianus* there shall be a certain duty and drawback; for *Pulvis Cort. Peruv.* there shall be the same duty and drawback; the circumstance of the same duty being put on both would not vary the case; the change would destroy the identity as much as if the duty were different. This schedule has included, under their generic name, two different species of bark, because the same duty was intended to be applied to both; this does not take away the distinction between their natures, and if a change by manufacture destroys identity in one case, it must in all.

Where the legislature has intended that the article imported rough and manufactured here should have the same or any drawback, it expresses it, as in sugars. If the importer can separate the good from the bad part, as in oranges or bark before pulverization, and get the drawback on the good, he might equally do so on the bad. The duty is laid on the article consisting of good and bad particles; if these are separated, it is no longer the same; the identity consisted in the combination; and if the refuse could be exported and obtain the drawback, it would in fact be diminishing the duty in that proportion. By the same rule of construction, one who imported mahogany might claim the drawback upon sawdust; or it might be claimed upon the exportation of the fragments of broken china.

The mere change of shape often forfeits the drawback. Russian iron, imported in large bars, has always lost the drawback by being cast into smaller bars, as not being the same article as imported.

But in fact, pulverized bark is not included in this article at all. The generic name must mean the article in its original state, without additions or change; when manufactured, it has the addition of the manufacture to the denomination, as hides, and tanned hides. If then the powder can be imported, or have drawback at all, it must have it as one of the non-enumerated articles; and whether that is in a right proportion or not, is for the consideration of the legislature alone.

Macdonald, chief baron. It is very clear that the powder of bark, not being prohibited, may be imported, subject to some duty or other; and it rather appears to me at pre-

(a) Now the duty is the same in both cases, viz. 2s. the lb.

sent, to have been the intention of the legislature, that it should be subject to the same duty as the rough article, and of course to the same drawback; but the difficulty is, whether, supposing that bark may be imported, the drawback claimed in either shape, it may also pay in the one shape, and receive drawback in the other; or whether it must be at both periods in the same shape, whichever that may be. Certainly it is the policy of this country to encourage the importation in the rudest state, and the strict letter of the act would allow the drawback on the pulverized bark; for the article continues abstractedly the same, and is not like broken china or sawdust, in which, although some of the particles remain, the article itself is gone, and neither remains in the same nor in an altered shape. Yet I have great doubt if this can be called the same article within the sense and spirit of the act; the separation of particles makes an essential difference; I fear there can be no line drawn in the degree of manufacture which shall change the nature of an article. It will be necessary for the court to deliberate upon the judgment to be given, as a general rule must be laid down for the direction of the officers of the revenue in similar cases.

In this term judgment was given by the lord chief baron to the following effect:—

The court are all of opinion, that the plaintiff in this action is not entitled to any drawback. It is true, that the particles of the commodity are the same as that which was imported, and which is found in the case to have paid the accustomed duty; but it appears, upon considering this act, that where the particles constituting the commodity have changed their shape and appearance between the times of importation and exportation, the legislature did not intend to allow the drawback, because of the many frauds which could otherwise be practised without a possibility of detection; accordingly in many other commodities, the particles, which continue in every other respect the same, are considered by the legislature, after being manufactured, to constitute a different article. By a clause in the act [see page 247.] the real state of the commodity must appear by the entry; for the drawback is not to be allowed unless the goods are duly entered for exportation. The solicitude of the legislature respecting this circumstance shows that they intended that the drawback should not be allowed unless the entry for exportation and that upon importation was the same; or, in other words, unless the article remained unaltered.

The particles of flour are precisely the same with those of wheat, and all the difference between them is, that by the grinding and dressing, the figure is altered, and the coarser parts are taken away: yet wheat and flour are considered by the act as perfectly

distinct articles. So, pearl-barley is made by taking off the husk of the barley by a mill; that does not even change its form, except by losing the outward covering; it is still the body of the grain, and is therefore a stronger case than the present, where the article is reduced to powder; yet pearl-barley is considered in the act as a different article from the grain in its natural state.

If the identity of any commodity was not changed until every particle of it was altered, articles of various appearances and properties, between which indeed there is as striking a diversity as between any preparations that can be made from the most heterogeneous substances, might be entered under the article quicksilver. Calcination effects a separation only, and not a change of particles, and has been considered as merely a chymical pulverization; and this process, employed upon quicksilver, produces, according to the different degrees of heat by which it is effected, sublimate, precipitate, or calomel.

The best snuff is merely rasped tobacco; yet as articles of commerce, they are not considered as having any affinity to each other. So laudanum is merely opium in a state of solution; but will it be said that it could be exported under its former name of opium?

If this had been reduced to a tincture by the addition of brandy, it is not pretended that the drawback could have been claimed; yet in that case there would still have been a given quantity of bark; and although by the mixture with brandy, a medicine of a third description would have been produced, if what is contended for on behalf of the plaintiff be right, the exporter might in that case claim a double drawback, one for the bark and the other for the brandy; for both are preserved, although blended together.

But if for a substance, which has paid the duties upon importation, the owner is entitled to a drawback upon re-shipping for a foreign market, however different it may then be in appearance or quality, unless all the officers of customs are deeply versed in natural philosophy, the revenue must be defrauded to a very great extent. In this case, indeed, it is found that the bark remained pure and unmixed; but we must give such a decision as may stand as a general rule of construction of this statute, and such as may prevent any attempts to defraud the revenue, and defeat the purposes of the act. It is found that powdered bark may be adulterated without danger of discovery, except from persons conversant in the commodity; the sawdust of mahogany may be mixed with it, for the purposes of fraud, and so the public may be forced to give a drawback on a thing of no value.

For these reasons we are of opinion that the plaintiff is not entitled to recover in this action.

ANSTRUTHER'S Exchequer Reports.

BARLEY,

BEER.

BARLEY, Pearl and Scotch. See Corn.

BEEF. See Provisions.

BEER, brewed or made in Great Britain, or brewed or made in Ireland, and brought thence direct into Great Britain, for which the duty payable on Strong Beer shall have been paid, and which shall be duly exported from Great Britain to foreign parts as merchandize, the barrel of 36 gallons, Imperial standard gallon measure Excise Drawback 0 14 4
6 Geo. 4. c. 58.

— brewed or made in Ireland, or brewed or made in Great Britain, and removed thence directly into Ireland, and which shall be duly exported from Ireland to foreign parts as merchandize, the barrel of 36 gallons, Imperial standard gallon measure
Excise Drawback 0 5 4
6 Geo. 4. c. 58.

BEER, STRONG, brewed or made in Great Britain, or brewed or made in Ireland, and brought thence directly into Great Britain, and upon which the duty payable upon Strong Beer shall have been paid, and which shall be duly exported to foreign parts as merchandize when barley is at 24s. the quarter, or under, the barrel of 36 gallons, Imperial standard gallon measure.. Excise Bounty 0 1 0
6 Geo. 4. c. 58.

— Cider and Perry, the hogshead . . Excise Drawback 1 10 0

Ale, Beer, Cider, and Mum. Any person in any sea-port, or upon a navigable river, may export as merchandize, within any of the usual and allowed ports by law, and at the common quays for exportation, and within the usual hours of excise (to be exported into foreign parts), in the presence of the proper officer of excise, upon notice thereof given at the office of excise, within the limits whereof the ale, beer, cider, and mum was brewed or made, of the place whence the same shall be shipped, any sort of strong ale, strong beer, cider, or mum, to be spent beyond the seas, paying custom for the same; which officer shall certify the quantity of the beer, &c. shipped off, to the commissioners and officers of excise where the entry thereof shall be made, who are to make allowance, or re-pay the excise of the beer, ale, cider, or mum so exported, unto the brewer or maker thereof, within one month after such exportation. (a) 1 Will & Mar. sess. 1. c. 22. § 1.

Re-landing.—Victualling Bill. If any person shall cause or suffer any of the liquors so shipped in any vessel, as merchandize, to be unshipped, and laid on land, or put into any other vessel, within England, he shall forfeit the same, and £50 more for every cask he shall so unduly land or put on board any vessel. The officers of customs are to charge every master of any vessel in his victualling bill with so much beer, ale, cider, or mum, as such number of men used to spend in such voyages: (b) the excise

(a) By 7 Geo. 1. c. 20. § 31. all drawbacks for any quantity of cider or perry exported, shall be allowed to the exporters thereof, under the regulations of the above act.

(b) By 2 Geo. 3. c. 14. § 4. if any person cause or suffer any beer, ale, cider, or mum, which shall be shipped for exportation as merchandize, to be unshipped, or laid on land, or put

BEER.

excise whereof to be recovered according to the laws and rules already established. § 2.

Cider or Perry. Any cider or perry, in respect whereof the duties to His Majesty have been duly paid, may be exported for any foreign parts by way of merchandize, giving sufficient security before the shipping thereof for exportation, that the cider or perry shall be shipped and exported, and that the same shall not be brought again into Great Britain; which security the collector of the port whence such exportation is to be, is to take in His Majesty's name and to His Majesty's use. 4 Geo. 1. c. 3. § 8.

Re-landing. If, after the shipping of any such cider or perry to be exported, and the giving or tendering such security in order to obtain the allowance or drawback, the cider or perry shall be re-landed in Great Britain, then over and above the penalty of the bond, which shall be levied and recovered to His Majesty's use, all the cider and perry which shall be so re-landed, or the value thereof, shall be forfeited. § 9.

Debenture, &c. If any person who shall export any cider or perry into foreign parts by way of merchandize shall produce a certificate from the officer who received the duty of such cider or perry, that the duty imposed thereon had been paid, and making oath before the officer of the port where the same shall be exported, that the cider or perry is the same as is mentioned in such certificate, then the collector of the port where such cider or perry shall be exported, shall give to the exporter thereof a debenture expressing the true quantity so exported or shipped for exportation; which debenture being produced to the collector or other officer appointed to receive the duty in the county, or place, where such cider or perry was exported, he is to pay the duty. § 10.

How Drawback shall be allowed. Any person in any sea port, or upon any navigable river, may export as merchandize, within any of the usual and allowed ports by law, and at the common quays for exportation and lading on board of merchandize, and within the usual hours of excise (to be exported into foreign parts), in the presence of a sworn gauger, or other sworn officer, to be nominated by the commissioners of excise, upon notice given at the excise office, within the limits whereof the strong beer or ale was brewed or made, of the place where the same shall be shipped, any sort of strong beer or ale to be spent beyond the seas; which gauger or officer shall certify the quantity of strong beer and ale shipped off to the commissioners and officers of excise where the entry shall be made, who are, after proof being made that the duties have been charged or paid, to make the drawback for the same, unto the brewer or maker thereof, within one month after such exportation. 1 Geo. 3. c. 7. § 5.

Victualling Bill. The officers of customs shall charge every master of any vessel, in his victualling bill, with so much strong beer or ale, and no more, as such number of men used to spend in such voyage, the excise whereof to be recovered according to the laws and rules already established. § 7.

To obtain Drawback on Beer. Before any person shall receive any

put into any other vessel within Great Britain, he shall forfeit the same, and also £50 for every cask thereof.

See the case of "*The King against Cookson*," page 256.

bounty

BEER.

bounty or drawback for beer entered for exportation, the brewer, or his known servant, or the exporter, or his known servant (as the case may require), shall, on the debenture, make such oath, as the case may require, before the commissioners of excise, or before the proper officer of excise, as is hereinafter prescribed; which respective oaths shall be in the words, or to the effect following :

“ Oath for Beer Exported by the Brewer.

“ I, A. B. do solemnly swear, that the above-mentioned barrels of strong beer were put on board the ship or vessel above named, and exported therein as merchandize to be spent beyond the seas, and no part thereof for the ship’s use ; and that the excise duty has been charged on the said beer as strong. So help me God.”

“ Oath for Beer Exported by any other Person.

“ I, A. B. do swear, that to the best of my knowledge and belief, the above-mentioned barrels of strong beer were put on board the ship or vessel above named, and exported therein as merchandize to be spent beyond the seas, and no part thereof for the ship’s use ; and that by the officer’s certificate it appears the said beer was brewed by of common brewer, and the excise duty charged on the same as strong beer. So help me God.” (a) 38 Geo. 3. c. 54. § 4.

To obtain Drawback on Cider. Before any person shall receive any drawback for cider entered for exportation, the exporter, or his servant, shall, on the debenture, make such oath before the commissioners of excise, or before the officer of excise, as is hereinafter prescribed ; which oath shall be in the words or to the effect following :

“ Oath for Cider Exported.

“ I, A. B. do swear, that to the best of my knowledge and belief, the above-mentioned hogsheads of cider were put on board the ship or vessel above named, and exported therein as merchandize to be spent beyond the seas, and no part thereof for the ship’s use ; and that the duties of excise have been charged thereon, and have not been repaid. So help me God.” § 5.

Collusion. If any officer of excise shall knowingly or collusively receive any counterfeited, forged, or untrue certificate, as a lawful and true certificate duly granted by any officer of excise, by virtue of any act of parliament in force on the passing of this act, and relating to any of the duties of excise, or shall, under colour of any such counterfeited, &c. certificate, knowingly or collusively give to any manufacturer of, or

(a) By 5 Geo. 4. c. 75. § 8. on every shipment for exportation on drawback of any beer made in Great Britain, the shipper or exporter thereof, and the brewer thereof, or his foreman or manager, shall make oath that according to the best of his knowledge and belief, such beer has been brewed wholly from malt which has paid the full duty of excise for every bushel thereof, and shall in such oath specify the time when and the place where and the brewer by whom such beer was brewed, and whether such beer was brewed from malt made of bear or bigg or not, and that the quantity of malt employed in the brewing of such beer (if such beer be brewed from malt made of any corn or grain other than bear or bigg) was in the proportion of not less than two bushels of such malt for every barrel of such beer, and if such beer was brewed from malt made of bear or bigg, then that the quantity of such malt employed in the making of such beer was in the proportion of not less than two bushels and five gallons of such malt for every barrel of such beer ; and if any person shall ship for exportation on drawback any beer made in Great Britain, or shall claim any such drawback thereon respectively, without such oath being made as aforesaid, no drawback shall be paid on such beer ; and if it be sworn that such duty on malt has been paid, and the same shall not have been paid, or if any such oath shall be in any other respect false, every such person making such oath shall for every such offence forfeit £200, and all such beer shall be forfeited.

dealer

BEER.

dealer in any goods, in respect whereof any duty of excise is by law imposed, any undue or improper credit in any book relating to the duties of excise, for the purpose of creating or keeping up an undue or fictitious stock of any such goods, with intent that any such manufacturer, or dealer, shall obtain any undue payment by way of drawback of any of the duties of excise on account of any such goods, never in reality shipped and exported, then the officer of excise so offending, and being thereof duly convicted, shall be adjudged guilty of *felony*, and shall, for such his offence, be transported as a felon for seven years. § 8.

False Oaths. Any person who shall be convicted of wilfully taking a false oath in any of the cases in which an oath is by this act directed to be taken, shall (unless where otherwise expressly directed by this act) be liable to the pains and penalties to which persons are liable for wilful and corrupt perjury. § 14.

Assaulting. Assaulting officers, rescuing seizures, &c. penalty £100. § 15.

Forging Certificates, &c. If any person shall counterfeit or forge any certificate required to be granted by any officer of excise, by virtue of any act of parliament in force on the passing of this act, and relating to any of the duties of excise; or shall willingly give any false certificate, or knowingly or willingly accept any false certificate; or shall fraudulently alter or erase any such true certificate, after the same shall have been granted by the proper officer of excise; or shall knowingly or willingly publish or make use of any such certificate, then the person so offending, and being thereof duly convicted, shall be adjudged guilty of *felony*, and shall, for such his offence, be transported as a felon for seven years. 41 Geo. 3. c. 91. § 5.

Beer to be kept in separate Cellar. If any entered dealer in beer, being an exporter of beer or ale, shall have, lay, or keep any table beer in any place entered for laying or keeping strong beer, he shall, for every such offence, forfeit £50. 42 Geo. 3. c. 38. § 19.

The King against Cookson.—Nov. 24, 1812.

This came on upon a rule for a *mandamus* to the defendant, collector of excise for the port of Liverpool, to administer to David Paton the foregoing oath, and thereupon to allow or repay the excise duty on five barrels of strong beer exported in the ship Irlam, George Kenzar, master. This application was made on behalf of Gladstone and Paton, brewers at Liverpool, the shippers of the beer, on which the duty had been before paid, and which was shipped for exportation to Barbadoes. The objection was, that the whole quantity of beer shipped on board the Irlam was no more than adequate to the consumption of the crew during the voyage. The general question raised was, whether the officers of excise were warranted in refusing the drawback of the duty to any general shippers of beer on board a certain ship, until a sufficient quantity had been shipped by the master for the consumption of the voyage, on which no drawback was allowed, or until the master should have paid the duty on such

quantity. This question had not before occurred in the port of Liverpool; but it appeared from the affidavits of several of the excise officers in the port of London, that it had always been the invariable practice there, upon making out debentures for the drawback on strong beer exported, to deduct from the total quantity of strong beer shipped in any ship going from the port of London to the West Indies, to be exported as merchandize, a certain quantity of the said beer for the stores of the ship, to be spent on the voyage, unless a sufficient quantity (which was estimated in proportion to the number of persons on board) was shipped as stores; and to make out the debenture for the drawback only upon the residue, apportioning it amongst the different shippers. This practice appears to have originated with a view to obviate fraud in the master shipping his beer, as merchandize for exportation and foreign consumption, in order to get the drawback, and afterwards using it as sea stores.

BRI

Abbott showed cause in support of the practice, and Scarlett in support of the rule.

Lord Ellenborough, C. J. This beer has been shipped for exportation, and therefore is within the terms of the act. It is said, however, that the officers find a difficulty in charging the master with the duty; but they must recover from the master what they are entitled to recover, and cannot, in order to obviate this difficulty, take the beer of one person to pay the duty of another. Does not the right to the drawback attach on shipping the beer on board? and if the master afterwards use it on board, that cannot divest the right of the shipper to the drawback. It would require an express provision to make him liable for the duty. It appears to me

that the practice applies solely to the beer shipped by the captain, but does not apply to a distinct quantity shipped by a general shipper. I cannot see why the officers should not charge the master, in the victualling-bill, with so much duty as he is likely to consume of the beer shipped by others.

Bayley, J. The officers may prevent the master from clearing out unless he pays all the duties that he is bound to pay. The construction now put on the act is, that no person is entitled to the drawback on beer shipped for exportation, until the duty is paid by the master upon a quantity equal to the supposed consumption of the crew on board.

Per Curiam.—Rule absolute.

EAST'S Reports, M. T. 1812.

BISCUIT. See Corn.

BOARDS. See Paper.

BOOKS. See Paper.

BOOTS. See Hides.

BOTTLES, Glass. See Glass.

————— Stone, not exceeding two quarts (except Black-
ing Bottles) the cwt. . . Excise drawback (a) 0 5 0

Upon the exportation of any stone bottles made in Great Britain, or made in Ireland and imported into Great Britain, in respect whereof the duties shall have been paid, to any place beyond the seas, except the islands of Faro or Ferro, under the regulations for the exportation of glass, in order to obtain the drawback, so far as the same can be applied thereto, there shall be paid the excise drawback; (b) and all the said regulations shall be used and applied in respect of any stone bottles, in order to obtain the drawback, except that in lieu of the oath required that the exporter believes the duties on the materials have been fully paid, the exporter shall make oath, that he believes that the duties by this act imposed had been fully paid for such bottles. 52 Geo. 3. c. 139. § 25.

Blacking Bottles. Attempting to export *blacking bottles* on drawback, forfeiture £50 above all other penalties.

BOWSPRITS. See Stores.

BRAN. See Corn.

BREAD. See Corn.

BRICKS and Tiles, viz.

————— not exceeding 10 inches long, 3 inches thick, and
5 inches wide, the 1000 . . Excise Drawback 0 5 10

————— exceeding any of the foregoing dimensions, the
1000 Excise Drawback 0 10 0

————— smoothed or polished on one or more side or sides,
the same not exceeding the superficial di-
mensions of 10 inches long by 5 inches wide,
the 1000 Excise Drawback 0 12 10

.... Such last-mentioned Bricks exceeding the
aforesaid superficial dimensions, the 100
Excise Drawback 0 4 10

(a) 57 Geo. 3. c. 32.

(b) See Glass in page 267.

CAN

BRICKS, Plain Tiles, the 1000	Excise Drawback	0	5	8
———— Pan or Ridge Tiles, the 1000	Excise Drawback	0	12	10
———— Paving Tiles, not exceeding 10 inches square, the 100	Excise Drawback	0	2	5
. exceeding 10 inches square, the 100	Excise drawback	0	4	10
———— Tiles, not otherwise enumerated, the 1000	Excise Drawback	0	4	10

Bricks, &c. may be Exported.—Bricks or tiles may be exported to parts beyond the seas, by way of merchandize, giving sufficient security, before the shipping thereof for exportation, that the particular quantity of bricks or tiles which shall be intended to be exported shall be shipped and exported, and that the same shall not be re-landed in Great Britain. 24 Geo. 3. sess. 2. c. 24. § 16.

Re-landing. If, after the shipping of any such bricks or tiles to be exported, and the giving or tendering such security in order to obtain the drawback, the bricks or tiles be re-landed in Great Britain, then, over and above the penalty of the bond, which shall be levied and recovered to His Majesty's use, all the bricks and tiles which shall be landed, or the value thereof, shall be forfeited. § 17.

BULLION. See Plate.

CABLES. See Stores.

CALICOES. See Linen.

CAMBRIC. See Linen.

CANDLES of Tallow, and all other Candles whatever, except Wax and Spermaceti Candles, the lb.

Excise Drawback 0 0 1

———— of Wax or of Spermaceti, or which are usually called or sold for either Wax or Spermaceti Candles, notwithstanding the mixture of any other ingredient therewith, the lb.

Excise Drawback 0 0 3½

Size of Packages. No candles, soap, or starch, which shall be imported into Great Britain in any vessel, belonging in the whole or in part to His Majesty's subjects, otherwise than in packages, containing 224 lb. neat of candles, soap, or starch, at the least, shall be entered or reported for exportation; and all entries or reports which shall be made of any such candles, soap, or starch, contrary to this act, are *void*; and all such candles, soap, and starch, shall be forfeited. 42 Geo. 3. c. 93. § 19.

Labels on Starch for Exportation. When any starch maker, or dealer in starch, shall intend to export any starch, and shall have given such notice of packing up the same, in order to be exported, to the officer appointed for that purpose, the officer, who shall attend to see the starch packed up, is required to stamp every paper of starch on the label or piece of thin paper affixed thereon, with such stamp or mark, having the word *exportation* denoted thereon, as the commissioners for the duties on starch in England and Scotland respectively shall direct to be used for that purpose. 26 Geo. 3. c. 51. § 5.

Forging Stamps. If any person shall, at any time, forge any such stamp, he shall, for every such offence, forfeit £100. § 6.

Label.—Hair Powder. The officer shall not permit to be packed up, in order to be exported, any piece of starch, not having thereon the label,

or

CARDS.

or piece of thin paper, stamped as is hereinbefore directed, entire and unbroken; and all such starch shall be subject to all the regulations required by the said act, concerning starch intended to be exported; but this act shall not extend to hair powder. § 7.

Starch found in improper Places, &c. If any piece of such starch, stamped, be found upon land, except in the place where the same shall be packed up before the same shall be shipped, or in removing thence to be put on board the ship in which the same is intended to be exported, every such piece of starch shall be forfeited. § 8.

CANVAS. See Linen.

CARDS and Dice.

Playing Cards to be marked.—Selling and using Cards in Great Britain. All playing cards made in Great Britain which shall be intended for exportation shall, before they are packed up for exportation, be enclosed in paper and thread, in packs or parcels, in such manner as the commissioners of stamps shall direct, in order to distinguish them from other cards liable to the duties thereon imposed; and for the said purpose one card in every pack, or so many cards in every such pack as the commissioners shall direct, shall also be marked or stamped on the spotted or painted side thereof, with such mark, and in such manner, as the commissioners shall direct; and if any person shall vend, to be used in Great Britain, or shall permit to be used in any public gaming house, any playing cards so marked for exportation, he shall, for every pack of cards so vended, &c. forfeit £20. 29 Geo. 2. c. 13. § 6.

Re-landing. If any person shall re-land any parcel of cards, after the same shall be entered and shipped for exportation in any place, other than the place to which such cards are consigned, every such person shall, for every such offence, forfeit £50. 5 Geo. 3. c. 46. § 16.

Notice of Export.—Certificate from Stamp Office.—Presence of Officer. No playing cards or dice (a) shall be exported to any parts beyond the seas out of Great Britain, without being stamped for use in Great Britain, as required by the laws now in force, and this act, until after the expiration of 10 days after notice shall be given at the head office of stamps by the makers thereof, of the quantity intended to be exported, and of the place in Great Britain whence the same are intended to be exported, and of the place and country to which the same are intended to be conveyed, nor until a certificate under the hand of such officer as shall be appointed for that purpose by the commissioners of stamps, expressing the several matters required in such notice, and also certifying that bond has been given according to this act for the exportation thereof, be delivered to the proper officer of customs at such place in Great Britain, nor shall any such cards or dice be put on board any vessel but in the presence of the proper officer of customs, and according to the laws now in force for exporting non-enumerated goods from Great Britain. 41 Geo. 3. c. 86. § 5.

Removal for Exportation. Bond to be given for due exportation. § 6.

Illegal Export, or Re-landing, or found in improper Place, &c. All such playing cards and dice which shall be exported contrary to this act,

(a) By 10 Ann. c. 19. § 168, all pieces of ivory, bone, or other matter, made or used for any game or play, with any letters, figures, spots, or other marks thereupon, to denote any chance, shall be deemed to be dice.

COALS, &c.

or which shall be re-landed after entry thereof for exportation, or which, after such entry for exportation, shall be found in any place, not being an entered place for making of the same, or which shall be found removing from place to place in Great Britain, without being stamped as aforesaid, except for the purpose of exporting the same under the regulations of this act, shall be forfeited. § 9.

CARDS, Spinners', Stock and Wool. See Tools.

CATTLE. See Provisions.

CHOCOLATE made in Great Britain of Cocoa Nuts which shall have been imported into Great Britain, the lb. avoirdupois, Excise Drawback 0 2 0

Notice of Shipping. When any person shall be desirous of shipping any quantity of cocoa nuts or chocolate, for which a drawback is to be allowed, such person (before the goods shall be shipped) shall be obliged to give notice in writing to the proper officer of the division or place where the cocoa nuts or chocolate are intended to be shipped, two days next before the same shall be put on shipboard. 21 Geo. 3. c. 55. § 15.

CIDER. See Beer.

CINDERS. See Coal.

CLOCKS and Watches; viz. any outward or inward box, case, or dial-plate, of any metal, without the movement in or with every such box, case, or dial-plate, made up fit for use, with the clock or watch-maker's name engraven thereon, which shall be exported, or be water-borne to be exported, from the United Kingdom, shall be forfeited. 6 Geo. 4. c. 107. § 99.

CLOTHING for the FISHERIES. See NEWFOUNDLAND in this Part.

———— Military. See Stores.

COALS and CINDERS, *usually sold by measure, viz.*

———— exported to the Isle of Man, the chaldron, Imperial measure Duty 0 1 6

———— exported to any British possession, the chaldron, Imperial measure Duty 0 1 6

———— exported to any other place, viz.

.... in a British ship, the chaldron, Newcastle measure Duty 0 17 0

.... in a ship not British, the chaldron, Newcastle measure Duty 1 10 3

COALS and CINDERS *usually sold by weight, viz.*

———— exported to the Isle of Man, the ton .. Duty 0 1 0

———— exported to any British possession, the ton Duty 0 1 0

———— exported to any other place, viz.

.... in a British ship, the ton Duty 0 5 9

.... in a ship not British, the ton Duty 0 10 0

6 Geo. 4. c. 111.

CULM, exported to the Isle of Man, the chaldron, Imperial measure Duty 0 0 6

———— exported to any British possession, the chaldron, Imperial measure Duty 0 0 6

CULM,

COALS, &c.

CULM, exported to any other place, *viz.*

.... in a British ship, the chaldron, Newcastle
measure..... Duty 0 4 6

.... in a ship not British, the chaldron, Newcas-
tle measure..... Duty 0 8 0

6 Geo. 4. c. 111.

Export Bond for Isle of Man and British Possessions. No cocket shall be granted for the exportation of any coals to the Isle of Man, or to any British possession, until the exporter thereof shall have given security by bond in a penal sum of 40s. the chaldron, with condition that the same shall be landed at the place for which they shall be exported, or otherwise accounted for to the satisfaction of the commissioners of customs; and also with condition to produce (within such time as the commissioners shall require to be expressed in such bond) a certificate of the landing of such coals at such place, under the hand of the collector or controller, or other proper officer at such place: provided always, that the bond so to be given in respect of coals shall not be liable to any duty of stamps. 6 Geo. 4. c. 107. § 63.

How Coals may be transhipped. It shall be lawful for the searcher and coastwaiter in any port to permit any quantity of coals, duly entered and cleared for exportation, to be shipped directly by transshipment out of any coasting ship in which the same shall have been brought coastwise into such port, and without payment of any coast duty thereon. § 66.

How Coals brought Coastwise may be Exported without Payment of Coast Duty. If any coals shall have been brought coastwise from one port of the United Kingdom to another, and the master shall be minded to proceed with such coals or any part of them to parts beyond the seas, it shall be lawful for such master to enter such ship and such coals outwards for the intended voyage without first landing the coals intended for exportation, and without paying the coast duty thereon; provided the officers of customs shall be satisfied that the quantity of coals left on board, added to any which may have been landed, does not exceed the quantity set forth in the transire for the same. § 67.

Two Certificates to be delivered previous to Clearance. No ship shall be cleared from any port, either for a coasting or a foreign voyage, laden with any coals or culm which had not been previously brought coastwise into such port, until the fitter, or the coal owner or his agent vending or shipping the same, shall have delivered to the collector or controller two certificates under his hand, expressing the total quantities of coals, culm, and cinders, respectively shipped or intended to be shipped by him in such ship; and the collector or controller shall retain one of such certificates, and shall deliver the other signed by him to the master of the ship; and every fitter, coal owner, or agent, who shall refuse to give such certificates, or shall give a false certificate, shall forfeit £100; and the master of such ship shall keep such certificate, and produce the same to any officer of customs demanding such production, and shall, before bulk be broken, deliver such certificate to the collector or controller of any port in the United Kingdom to which such coals shall be carried in such ship. § 120.

Duty on Small Coals. There shall be paid unto His Majesty, upon the exportation from Great Britain to foreign parts of any coals which shall have been screened through a riddle or screen, the bars of which shall

COALS, &c.

shall not be in any part thereof more than three-eighth parts of an inch asunder, and stamped in the manner hereinafter directed, such duties, and no other, as are or may be charged on culm exported from Great Britain to foreign parts. 56 Geo. 3. c 127. § 1.

Entry of Coals. No coals whatever shall be admitted to entry on payment of the duty due on culm under this act, unless a certificate under the hand of an owner or proprietor of the mine or pit from which such coals shall have been raised, or of the principal and known agent of such owner or proprietor, shall be delivered to the collector of customs at the port of exportation, which certificate shall specify the real quantity of coals so to be admitted to entry, and that all such coals have actually passed through a riddle or screen of the dimensions hereinbefore described, and which riddle or screen stamped as by this act directed; (a) and such certificate shall also contain the name and residence of the owner or proprietor of such coals, with the description of the situation of the mine or pit from which such coals were raised. § 2.

Riddles or Screens.—Stamps.—Duty on Coals of a larger Size. The owner or proprietor of any coal pit or mine from which it may be intended to ship for exportation any coals of the sort and dimensions hereinbefore described, shall at his expense provide such a number of riddles or screens of the dimensions hereinbefore described as shall be necessary and sufficient for the purpose of ascertaining that the coals intended to be shipped are of the dimensions required by this act, in order to entitle them to be exported to foreign parts, on payment of the duty as culm: provided that all such riddles or screens shall be stamped in such manner as the commissioners of customs in England and Scotland respectively shall from time to time direct; such stamps to be provided and affixed at the expense of the owners or proprietors of the mines or pits from which such coals shall be intended to be shipped: provided that all coals, being of a larger size or dimensions than is hereinbefore mentioned and described, shall, on the exportation thereof from Great Britain, be charged with the duty on coals so exported, in such manner in every respect as if this act had not been made. § 3.

Shipping Coals of improper Dimensions. If any coals be entered or shipped for exportation to foreign parts on which the duty payable on culm shall have been paid under the provisions of this act, which shall be of larger dimensions than are allowed by this act to be so entered, or which shall not have passed through a stamped riddle or screen of the description by this act directed to be used, the owner or proprietor of any such coals, or the person who in his behalf signed the certificate hereby required to be delivered to the collector of customs at the time of the entry of any such coals, and the person entering or shipping any such coals, shall be subject to a penalty of £10 for every chaldron, Newcastle measure, of such coals so improperly entered or shipped. § 4.

Officer to attend Screening.—Coals to be re-screened. The proper officer of customs at the port where any coals shall be entered for exportation to foreign parts, on payment of the duty as culm, shall, whenever it conveniently can be done, attend at the screening of any coals so entered; and in any case when they have not been able so to attend, the owner or proprietor or the shipper of such coals shall, whenever required by any

(a) So in the Act.

COP.

such officer, cause any such coals to be re-screened in the presence of such officer; and if it shall appear that such coals, or any part thereof, are not of the dimensions required by this act, or have not passed through the screen directed by this act to be used, the owner or proprietor of such coals, and the person who may have signed the certificate required by this act to be delivered to the collector of customs, shall be subject to the penalties directed by this act. § 5.

AN ACCOUNT of all Coals Exported from Great Britain from the 5th January 1824, to the 5th January 1825, Coastwise or Foreign.

To Foreign Parts	278,695 tons.
To Ireland.....	691,430
Coastwise	4,114,577
Total	5,084,702

COCOA NUTS. See Chocolate.
COFFEE.

AN ACCOUNT of the Quantity of Coffee Exported from Great Britain, from 5th January 1824, to 5th January 1825.

	cwt.	qr.	lb.
To Foreign Europe.....	350,749	3	5
Asia, Africa, America, and Australasia.....	1,980	3	10
	352,730	2	15
Ireland, Guernsey, Jersey, Alderney, and Man....	998	1	6
Total.....	353,728	3	21

Coffee Exported from Ireland, for the same Period.

To Norway	1,348 lb.
Canada	3,454

Total..... 4,802

COIN. See Plate.

COPPER Exported from Great Britain in the Year ending 5th January 1825.

	British Copper.			Foreign Copper.		
	Cwt.	qr.	lb.	Cwt.	qr.	lb.
Russia	15	0	15	—	—	—
Sweden	0	3	0	—	—	—
Denmark	537	2	12	—	—	—
Prussia	1	3	18	—	—	—
Germany	410	0	0	—	—	—
Holland.....	7,061	2	12	—	—	—
Flanders	1,307	1	20	—	—	—
France	223	2	13	10,650	3	5
Portugal, Azores, and Madeira	743	0	3	199	3	8
Spain, and the Canaries	2,128	2	4	248	2	21
Gibraltar	328	3	11	—	—	—
Italy	1,410	1	0	—	—	—
Malta.....	53	2	14	—	—	—
Carried forward	14,222	1	10	11,099	1	6
						Ionian

COR

	British Copper.				Foreign Copper.		
	Cwt.	q.	lb.		Cwt.	q.	lb.
Brought forward	14,222	1	10	....	11,099	1	6
Ionian Islands	7	0	0	....	—		
Turkey	247	0	0	....	—		
Ireland	7,860	0	23	....	—		
Isle of Man	12	2	15	....	—		
Isles, Guernsey and Jersey	1,037	0	19	....	—		
Asia	47,816	3	18	....	13,725	2	23(a)
Africa	610	2	19	....	—		
United States of America	10,689	3	23	....	—		
British Provinces in North America ..	5,615	3	7	....	—		
West Indies, British	5,830	1	12	....	—		
Foreign	1,797	0	20	....	—		
The Brazils	9,807	2	23	....	—		
Spanish and other Colonies on Conti-							
nent of America	541	1	0	....	—		
Total	106,096	0	24		24,631	1	23

CORDAGE or Spun Yarn, being staple cordage or staple spun yarn not twice laid, wrought up and manufactured in the United Kingdom from foreign rough hemp, not being the produce of the British colonies or plantations in America, nor of the East Indies, nor of China, nor imported by the East India Company, from January 5, 1826, the cwt. Custom Bounty 0 3 10
6 Geo. 4. c. 113.

Bond to be given for due exportation, as mentioned under Sugar. § 4.

Oath as to Manufacture and Use. Before any bounty given by this act on the exportation of cordage be paid, the exporter of any cordage in respect of which such bounty is claimed shall make oath upon the debenture before the collector or controller, that the cordage was wrought up and manufactured in the United Kingdom, as he verily believes, from foreign rough hemp, not the growth or production of the British colonies or plantations in America, nor of the East Indies or China, nor imported by the East India Company; and that the duties due upon the importation thereof were duly paid; and that the cordage is really and truly intended to be exported to parts beyond the seas by way of merchandize, and not for the use of the ship during her voyage, or any future voyage. 6 Geo. 4. c. 113. § 8.

Cordage or Spun Yarn made into Rigging. The bounty hereby granted upon cordage and spun yarn shall be allowed for such cordage and spun yarn made into or fitted up as rigging: provided that it shall be lawful for the officer of customs to make such deductions from the weight of such rigging as shall in his discretion be equal to the weight of any materials other than such cordage or spun yarn forming part of and being weighed together with such rigging. § 9.

Ships to be well Supplied. No bounty shall be paid to any person on the exportation of any cordage, unless the same be exported to parts beyond the seas by way of merchandize, nor unless the quantity exported by him in one ship be three tons weight of such cordage, nor unless the

(a) 193 cwt. 2 qrs. 6 lb. of this was "part wrought."

CORN.

ship exporting the same shall be furnished with a sufficient quantity of cordage for her use, according to her intended voyage, over and above any quantities of the same entered to be exported for bounty in such ship. § 10.

Prohibition. As to prohibition of export of Cordage, see Stores.

CORN.

Free Export. All duties of customs, and also all bounties, respectively payable upon the exportation of any corn, grain, malt, meal, or flour (*a*) from any part of the United Kingdom, and all restrictions on the exportation thereof, under any act of parliament in force in relation thereto, shall cease. And it shall be lawful for any person to export at all times, from any part of the United Kingdom, any corn, grain, meal, malt, and flour, without the payment of any duty of customs thereon; and no person shall be entitled to demand, or receive, any bounty, for the exportation of any corn, grain, meal, malt, or flour, from any part of the United Kingdom. 54 Geo. 3. c. 69.

Corn, grain, meal, malt, flour, biscuit, bran, grits, pearl barley, and Scotch barley, of the produce of the United Kingdom, are *Free of Export Duty*. 6 Geo. 4. c. 111.

AN ACCOUNT of British Wheat and Wheat Flour exported from England, and of the Average Prices of English Wheat.

Total of Ten Years.		Quantities.	Average Prices.		
		Quarters.	£ s. d.		
Ending January	1714.....	1,198,871	....	2 4	2 $\frac{1}{4}$
	1724.....	1,211,114	....	1 15	4 $\frac{1}{4}$
	1734.....	1,751,173	....	1 15	2
	1744.....	2,589,737	....	1 12	1
	1754.....	4,589,006	....	1 13	2 $\frac{3}{4}$
	1764.....	2,535,850	....	1 19	3 $\frac{1}{4}$
	1774.....	512,764	....	2 11	3 $\frac{3}{4}$
	1784.....	1,467,918	....	2 7	8 $\frac{1}{2}$
	1794.....	1,361,123	....	2 14	3 $\frac{3}{4}$
	1804.....	536,560	....	4 1	2 $\frac{1}{2}$
Total of eight years	1812.....	460,610	....	5 1	9 $\frac{1}{4}$

COTTON Yarn, or other Cotton manufactures, of the manufacture of the United Kingdom Duty *Free*.

(*a*) By order in council dated 23d July, 1814, it is stated, that biscuit, bread, peas, and beans, were by mistake omitted to be inserted in the above act, and by such order the said articles are permitted to be exported on the same conditions as the other articles enumerated in that act.

By order in council dated the 14th September, 1814, it is stated, that groats, Scotch barley, pearl barley, and bran, were by mistake omitted to be inserted in the above act, and the exportation of those articles is to be allowed on the same conditions as the other articles enumerated in such act, until the pleasure of parliament can be taken on the subject, it being intended to apply to parliament to remedy the above omission.

A doubt having been entertained whether foreign corn can be allowed to be exported to the islands of Guernsey, Jersey, &c. the attorney and solicitor-general have given it as their opinion, that the above act of 54 Geo. 3. removes all restrictions on the exportation of any corn or grain, whether British or foreign, and that, therefore, foreign corn warehoused may be exported to Guernsey, &c.

By treasury letter, dated October 28, 1820, in all cases of the removal of foreign corn, bond is to be required to be given for the due delivery thereof into the custody of the proper officers of the port to which it is intended to be conveyed.

CULM.

FISH.

CULM. See Coal.

DIAL PLATES for Clocks or Watches. See Clocks.

DICE. See Cards.

FISH..... Duty *Free*.

Bounties. By 5 Geo. 4. c. 64. § 2. from 5th July 1825, and until 5th July 1829, the several bounties hereinafter mentioned shall be paid and allowed, *viz.*

For Herrings which shall be caught, landed, cured, and packed according to the directions of the acts for the encouragement and better regulation of the British Herring Fishery,

..... In the year ending

5th July, 1826, the barrel Bounty 0 4 0

5th July, 1827, the barrel Bounty 0 3 0

5th July, 1828, the barrel Bounty 0 2 0

5th July, 1829, the barrel Bounty 0 1 0

And also there shall be paid and allowed to all persons residing in Great Britain, and who shall cure and dry cod fish, ling, or hake, taken on the coasts of Great Britain, Ireland, or the Isle of Man, under the regulations of 1 Geo. 4. c. 103, *viz.*

..... For such dried cod fish, ling, or hake, until 5th July, 1829, the cwt. Bounty 0 4 0

..... For such cod fish, ling, or hake, in the pickle, until 5th July, 1829, the barrel. Bounty 0 2 6

To persons residing on the coasts of Ireland, and who shall cure and dry cod fish, ling, hake, haddock, glassen, or conger eel, taken on the coasts of Ireland, under the regulations of 59 Geo. 3. for the encouragement and improvement of the Irish Fisheries, *viz.*

..... For such dried cod fish, ling, hake, haddock, glassen, or conger eel, until 5th July, 1829, the cwt. Bounty 0 4 0

..... For such cod, ling, hake, haddock, glassen, or conger eel, taken on the coasts of Ireland, and cured with pickle, by persons residing in Ireland; and curing such fish according to such regulations as the commissioners of the Irish Fisheries shall from time to time make and appoint for that purpose, the barrel Bounty 0 2 6

By § 3. from July 5, 1825, and until July 5, 1829, the several bounties hereinafter mentioned shall be paid and allowed to the owners of all such decked or half-decked vessels, or to the persons hiring or chartering such vessels as are described in the act of 59 Geo. 3. for the further encouragement and improvement of the Irish Fisheries, and in the foregoing act of 1 Geo. 3. for the further encouragement of the British Fisheries, and which shall be fitted out from any port in the United Kingdom of Great Britain and Ireland, for the purpose of fish-

GLA

ing for and curing cod fish, ling, hake, glassen, or congor
eel, for such vessels,

..... In the year ending	Bounty.
5th July, 1826, the ton	1 0 0
5th July, 1827, the ton	0 15 0
5th July, 1828, the ton	0 10 0
5th July, 1829, the ton	0 5 0

By 7 Geo. 4. c. 34. § 2. the bounties on fish mentioned in the preceding page,
are continued until the 5th April, 1830.

FISH, continued, *viz.*

[7 Geo. 4. c. 34 and c. 47.]

—— Salmon exported from Great Britain or Ireland, in the year ending on	Bounty.
5th July, 1826, the barrel of 42 gallons	0 4 6
1827.....	0 3 6
1828.....	0 2 6
From 5th July, 1828, to 5th July, 1830	0 1 6
—— Full Red Herrings so exported, in the year ending on	
5th July, 1826, the barrel of 32 gallons	0 1 9
1827.....	0 1 6
From 5th July, 1827, until 5th April, 1830	0 1 0
—— Clean Shotten Red Herrings, so exported in the year ending on	
5th July, 1826, the barrel of 32 gallons	0 1 0
From 5th July, 1826, until 5th April, 1830.....	0 0 6
—— Dried Red Sprats, so exported in the year ending on	
5th July, 1826, the last of 10,000	0 1 0
From 5th July, 1826, until 5th April, 1830.....	0 0 6
<i>ALL the said Bounties to cease on 5th April, 1830.</i>	

FLAX. See Stores.

FLOUR. See CORN.

FOOD for the FISHERIES. See NEWFOUNDLAND in this part.

FRAMES. See Tools.

FRINGE of Gold and Silver. See Lace.

—— of Silk. See Silk.

FUSTIANS. See Linen.

GAUZES. See Linen and Silk.

GLASS, Ground or Polished Plate Glass made in Great Britain from materials or metal or other preparations for which the duties payable in respect of Plate Glass shall have been paid, and which shall be exported in rectangular plates of the size of 6 inches in length by 4 inches in breadth at the least, and of the thickness throughout of one-eighth part of an inch at the least, and which shall be free from stains, and of good and fair quality, and fit for immediate use as ground and polished Plate Glass, the square foot superficial measure (a)....Excise Drawback	0 2 9
—— Unground and unpolished Plate Glass made in Great Britain, from materials or metal or other preparations for which the duties payable in respect of Plate Glass shall have been paid, and which shall be exported in rectangular plates of the size of 6 inches in length by 4 inches in breadth at the least, and of the thickness throughout of not less than two-eighth parts of an inch or more than five-eighth parts of an inch, and which shall be of good and fair quality, the cwt. (a).....Excise Drawback	3 0 0

(a) 59 Geo. 3. c. 115.

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GLASS,

GLASS.

GLASS, Unground and unpolished Plate Glass made in Great Britain, from materials or metal or other preparations for which the duties payable in respect of Plate Glass shall have been paid, and which shall be exported in rectangular plates of the size of 6 inches in length, by 4 inches in breadth at the least, and of the thickness throughout of not less than two-eighth parts of an inch, or of more than five-eighth parts of an inch, and which shall be of good and fair quality, the cwt (a)	Excise Drawback	3	0	0
Common bottles, not being phials, and vessels made use of in chemical laboratories, and garden glasses, and all other vessels or utensils of common bottle metal made in Great Britain from materials or metal or other preparations for which the duties shall have been paid, and which shall be exported as merchandise to foreign parts, the cwt.	Excise Drawback	0	8	1
Spread Window Glass, commonly called or known by the name of <i>Broad Glass</i> , made in Great Britain, for which all the duties shall have been paid, and which shall be exported to foreign parts, the cwt	Excise Drawback	1	10	0
Window Glass, whether flashed or otherwise manufactured, and commonly called or known by the name of Crown-glass, or German sheet-glass, made in Great Britain, for which the duties shall have been paid, and which shall be exported in whole tables, or half tables, or quarter tables; calculating the drawback upon the weight of the whole table exported, although the same may be cut into half or quarter tables for the convenience of exportation, the cwt.	Excise Drawback	3	13	6
Panes of Window Glass, not being spread glass, whether flashed or otherwise manufactured, and commonly called or known by the name of <i>Crown glass</i> or <i>German sheet glass</i> , made in Great Britain, for which the duties shall have been paid, and which shall be exported to parts beyond the seas, other than Ireland, Guernsey, Jersey, Alderney, Sark or Man, such panes being in regular rectangular figures, not less than six inches in length by four inches in breadth, nor containing any part of the bullion or thick centre part of the table from which such panes have been cut	Excise Drawback	4	18	0
Flint Glass, which shall be made in Great Britain or Ireland, and for which the excise duties pay-				

GLASS, *continued*.

able thereon shall have been duly paid, and exported as merchandize from thence respectively to foreign parts, the 1000 lb. avoirdupois

Excise Drawback 29 3 4

6 Geo. 4. c. 117. § 3.

What deemed Phial Glass. All phial glass which shall be made in any part of the United Kingdom shall be deemed to be flint glass within the meaning of this act and all other acts of parliament relating to the revenue of excise, and shall be charged with duty accordingly as flint glass. § 6.

Specific Gravity. No flint glass shall be entitled to the drawback by this act granted on the exportation thereof, unless such glass shall be of the specific gravity of three thousand, the specific gravity of water being taken at one thousand; and all glass entered for exportation on drawback as flint glass, which is of less specific gravity than three thousand as aforesaid, shall be forfeited, and may be seized by any officer of excise. § 24.

Worth of Glass. No flint glass shall be entitled to the drawback by this act granted on the exportation thereof, unless such glass shall be worth 11*d*. the pound at the least, if for home consumption, at the time of such glass being entered for exportation; and all glass entered for exportation on drawback, as flint glass, which is of less value than as aforesaid, shall be forfeited, and may be seized by any officer of excise. § 25.

Re-landing, &c.—Broken Glass. If after the shipping of any glass to be exported, in order to obtain the respective allowances or drawbacks, the glass so shipped, or any part thereof, be fraudulently unshipped, unladed, re-landed, or put into any other vessel or boat, within Great Britain, then over and above all other penalties and forfeitures, the exporter of such glass, and every person who shall be any ways concerned, or assisting in fraudulently unshipping, &c. any part of the glass, in Great Britain, shall, for every such offence, forfeit £100; and every person who shall knowingly enter any *Broken or Waste Glass* for exportation, with intent that any drawback or allowance should be obtained, shall, over and above all other penalties and forfeitures, for every such offence, also forfeit £100. (b) 17 Geo. 3. c. 39. § 37.

Oath. The exporter shall make oath that he believes the glass to be entirely of British manufacture, and that the duties by law imposed in respect of such flint glass, phial glass, or crown glass, intended to be exported, to have been fully paid, and any person who shall be convicted of wilfully taking a false oath, in any case in which the said last-mentioned oath is required to be taken by virtue of this act, shall be liable to the pains and penalties to which persons are liable for wilful and corrupt perjury. 55 Geo. 3. c. 13. § 3.

Bond. Such security shall be conditioned that the glass for the shipping and exportation whereof such security shall be given, shall be shipped *within one month* next after the date of such security: provided, that it shall be lawful for the commissioners of excise in England and

(b) By 51 Geo. 3. c. 69. § 41. if any person shall knowingly enter any broken or waste glass for exportation, with intent that any drawback or allowance shall be obtained, such broken or waste glass shall be forfeited, and may be seized.

Scotland

GLASS.

Scotland respectively, being satisfied that the shipping of such glass, within the time specified in the condition of any such security, has been prevented by unavoidable accident, to grant such further time, not exceeding three months, for the shipping thereof: provided also, that no such granting of further time shall extend to annul, or alter the condition of any such security or the legal interpretation or effect thereof, except in any case where the commissioners shall in their judgment and discretion forbear to put any such security in suit for any breach of the condition thereof. § 7.

Deficiency. When any person who shall have given such security, and any glass shall have been packed up in the presence of the proper officer of excise, for the glass mentioned in such security, and shall have been secured with such fastenings, and sealed with such seals or marks, as by law required, no person shall be at liberty to make any addition of glass thereto, for the purpose of making up any deficiency which may be discovered in the quantity or weight below the quantity specified in any such security, or for any other purpose whatsoever. § 8.

Old Glass, &c. No drawback shall be allowed for any glass which has been used and commonly called or known by the name of *old glass* or *second hand glass*, or for any lumps of glass, or cane glass, or glass of any kind, other than vessels, utensils, window glass, plate glass, lenses, lamps, or other articles of household furniture. § 9.

How Spread Glass, &c. may be Exported for Drawback.—Improper Entry. No drawback shall be allowed for any regular panes, squares, or rectangular figures of spread glass, or other window glass, any part of which shall consist of or include the bullion, or thick centre part of the table, from which such panes, squares, or rectangular figures shall have been cut or taken, or any part of the said bullion, unless no side of any such panes, &c. shall measure less than eight inches: nor shall any drawback be allowed for any lozenges, any part whereof shall consist of or include the bullion or thick centre part of the table, from which such lozenges shall have been taken, or any part of the bullion, unless no side of any such lozenge shall measure less than eight inches; nor unless the distance between the two obtuse angles of each such lozenge shall measure eight inches at the least; nor shall any drawback be allowed for any lozenges, not containing or including the bullion, or thick centre part of the table from which such lozenges shall have been cut or taken, or any part of the bullion, unless the distance between the two obtuse angles of every such lozenge shall measure three inches and a half at the least; and all window glass, any part whereof shall consist of or include the bullion or thick centre part of the table, from which the same shall have been cut or taken, and which shall be of any other shape or of less dimensions than as aforesaid, shall be deemed to be *Waste Glass*, and if any person shall knowingly enter or ship, for exportation, in order to obtain any drawback, any panes, squares, or rectangular figures or lozenges of spread window glass, commonly called or known by the name of *Broad Glass*, or other window glass, not being spread glass as aforesaid, containing or including the bullion or thick centre part of the table, from which such panes, squares, rectangular figures, or lozenges, shall have been cut or taken, or any panes, squares, rectangular figures, or lozenges of spread glass or other window glass respectively, which shall not be of the dimensions in that behalf aforesaid, such person shall for every

GLASS.

every package, containing any such glass so entered or shipped contrary to this act, forfeit £100. 54 Geo. 3. c. 97. § 6.

Packing.—Spread Glass, &c.—Bottles. No glass whatsoever made in Great Britain, or made in Ireland and imported into Great Britain, shall be packed for exportation on drawback, in any package made with any void space in or between the component parts thereof, but all such glass shall be packed for exportation in casks, boxes, or chests, only, and in which the exporter shall, previous to the packing of such glass therein, have cut or sunk, a sufficient number of circular cavities, each thereof not less than a quarter of an inch, nor more than half an inch in depth, and not less than one inch nor more than an inch and half in diameter, to receive the seal directed to be put on such package, and for the purpose of protecting such seal from being destroyed, defaced, broken, or damaged, and where any such glass shall be packed for exportation, in any cask, box, or chest, each such cavity shall be cut or sunk, one part thereof on the edge of the lid or cover, and the other on the side of such box, or chest, so that each such seal may be conveniently placed by the proper officer of excise, part on the wood of such lid or cover, and the residue on the wood of the side of each such box or chest; and no drawback shall be paid for any glass not packed in a cask, box, or chest as aforesaid, nor for any glass packed in any box or chest, not having a sufficient number of such cavities: provided that nothing herein shall prohibit the packing of whole or half tables of spread glass, or of crown glass, or any common bottles made of common bottle metal, in any crate or other package whatsoever. 52 Geo. 3. c. 77. § 6.

Fraudulent Packing. If any person shall place any brick, stone, or other heavy substance other than flint glass, or phial glass, or broad glass, or crown glass, in any cask, box, or chest, containing flint glass, &c. packing or packed for exportation on drawback, the person so offending shall, for each such offence, forfeit £200, and all such glass, brick, stone, or other heavy substance contained therein shall be forfeited. § 7.

Altering any Figure or Mark. If any person shall cut out, erase, obliterate, deface, alter, or damage any figure, letter, or mark, cut, written, painted, burnt, or made on any cask, box, or chest, containing glass for exportation, expressing the weight or tare of such cask, &c. or the weight of the glass therein, or the time or place of the packing thereof, or the number of such cask, &c. he shall, for each offence, forfeit £200, with the glass therein contained. § 8.

Packages to be branded with certain Letters.—When Packages to be shipped, &c. The proper officers of excise at the port of exportation are either before or after the shipping of any cask, box, or chest of glass for exportation, to brand, burn, or mark every such cask, &c. with the letters E. G.; and if any such cask, &c. of glass, which shall be branded on shore, shall not, within 12 hours next after the branding thereof, be put on board the vessel in which the same is intended to be exported, or if any cask, &c. of glass so branded (either on shore or on shipboard) be found on land after the expiration of 12 months from the time when such glass was originally packed for exportation, then the same shall be forfeited, and if any person shall cut out, erase, obliterate, deface, alter, or damage such letters, or any part thereof, the person so offending shall, for each such offence, forfeit £200. § 9.

Drawback in certain cases not to be allowed on Ground or Polished Glass.
—Exporting

GLASS.

—*Exporting Glass for Drawback not entitled to it.* No drawback shall be paid for the exportation of any ground or polished plate glass made in Great Britain, unless such glass be exported in rectangular plates of the size of six inches in length by four inches in breadth at the least, and of the thickness throughout of one-eighth of an inch at the least, and unless each plate of such glass be free from stains and blisters, and be perfect and fit for immediate use, as and for ground and polished plate glass; and if any person shall pack or ship, for exportation on drawback, any plate of plate glass as ground and polished plate glass made in Great Britain which is not plate glass, or has not been ground and polished, or which shall be foreign glass, or of less dimension or thickness throughout than aforesaid, or shall be stained, or blistered, or imperfect, or not immediately fit for use as ground and polished plate glass, or any other sort of glass with any ground and polished plate glass, the same and all the glass therewith, shall be forfeited, and the person so offending shall forfeit for each such package £100. 56 Geo. 3. c. 108. § 3.

Packing or Shipping. If any person shall pack or ship for exportation on drawback any unground or unpolished plate glass of less or greater dimensions in thickness, or of less dimensions in size than as last aforesaid, or any foul, imperfect, or unmerchantable unground or unpolished plate glass, or shall pack or ship any unground or unpolished plate glass, in any package with or amongst any other kind of glass, the same, and all the glass therewith, shall be forfeited, and the person so offending shall forfeit for each such package £100. § 4.

Glass to be only of a certain Thickness. No crown glass, or German sheet glass, or broad or spread window glass, shall be made in the United Kingdom of greater thickness in the foot superficial, and exclusive of the centre or bullion and selvage or rim thereof, than one-ninth part of an inch, except the metal or glass shall, before the same or any part thereof be begun to be manufactured into wares, be declared by the maker thereof, by notice in writing to be delivered by him to the proper officer of excise, to be made for plate glass, and the duty imposed upon plate glass be charged thereon; and if any such glass, except as aforesaid, be made of any greater thickness than one-ninth part of an inch, the same shall be forfeited. § 6.

Attorney General against Polc.—June 7, 1815.

The defendant had pleaded to *scire facias*, on the usual bond to the crown, for securing the shipping of glass, pursuant to his notice to the excise of being about to export twenty hundred weight for the purpose of being allowed the drawback on such exportation; that two puncheons (part of the goods secured to be shipped, &c.) had, after the making of the said bond, been regularly shipped, in pursuance of the said act, and according to the condition of the said bond;—that he was about to have shipped the residue of said glass; but that, before he could so ship or put on board the same, or any part thereof, the officers attending the shipping such glass came along side the vessel, and after examining part of the glass, caused

the said part so shipped to be re-landed, and the whole of the glass to be unpacked; and that the same was, by colour of the said act of parliament, seized, and kept until it was long afterwards restored to him by the commissioners; and that he had thereby been prevented from shipping and exporting the glass, according to the form and effect of the said condition:—that there had been no just cause for the seizure; and that he had not applied for any certificate, debenture, drawback, &c. in respect of the glass, nor had intended any fraud.

Replication 1st, That the said twenty hundred weight of glass was not shipped, &c. according to the condition of the said bond: 2dly, That two puncheons had been shipped,

shipped, containing 2 cwt. 3 qrs. 9 lb., as part of 11 cwt. 1 qr. 9 lb. of flint glass, parcel of said 20 cwt.; and that defendant was about to have put on board 5 cwt. 3 qrs. 10lb. as the residue of said 11 cwt. 1 qr. 10 lb. (not amounting to 11 cwt. 1 qr. 9 lb.) for the purpose of defrauding the revenue by obtaining the drawbacks—traversing, that the shipment had been regularly made (according to the averment in the plea) in pursuance of the act: 3dly, The same as the 2d, with a traverse of the defendant's intention to ship the remainder: 4th, That amongst the said glass packed for exportation on drawback were deposited 50lb. weight of earthenware, subjecting it to forfeiture, and that it had therefore been seized; and subsequently restored; traversing, that defendant was prevented by such seizure and detention from performing the condition of the said bond.—Demurrer to the 1st replication, for that it contains no answer to the plea, and neither denying, nor confessing, and avoiding, is argumentative, evasive, and multifarious, denying the matters in said plea by implication only, and tending to put in issue the whole of the matters of the plea, though issue might be taken on parts of them:—Rejoinder to the 2d, That the glass in the condition of the bond mentioned was, in fact, the same as mentioned in the replication, though of less weight than 20 cwt.; That defendant, notwithstanding the notice, never intended to export, under colour of the bond, or obtain the drawback on more than was actually shipped: traversing the imputed intention of fraud;—to the 3d, The same, traversing the intent to obtain the drawbacks on a greater weight of glass than should be shipped;—to the 4th, That the glass had been packed in the presence of the officer, who took an account of the contents, and sealed it; admitting that certain small quantities of earthenware had been packed with-

out design, but alleging that it amounted to no more in weight than 1 lb. Joinder in demurrer, and demurrer to the rejoinder, it being no answer to the 2d, 3d, and 4th replications, tending to put in issue several distinct and separate matters, and being a departure from the plea.—Joinder in demurrer.

Littledale supported the demurrer, contending that the replication had not shown a forfeiture of the bond.—The common practice in all such cases is, to give security in a larger sum, and for a greater quantity of goods than are intended to be exported. It is admitted that a part had been shipped, and that then the officers seized, whereby defendant was necessarily prevented from performing the condition of the bond. The crown have besides alleged fraud, on which, when it is denied, they refuse to take issue.

Wood, baron. The question of fraud could not be tried on the bond;—it would have been an immaterial issue.

Walton, *contra*, was stopped by the court.

Per Curiam. No sufficient answer has been given by the replication to the defendant's plea, which is certainly good as an excuse for not shipping. The suggestion of fraud has nothing to do with the question on the breach of the bond, but should be the subject of another proceeding. There is a penalty imposed by statute on such offences. The revenue officers prevented, by the seizure, the exportation of the goods, and that appears on the face of the pleadings, therefore the bond was not forfeited, for that says nothing about duly shipping, nor provides against practices of fraud, nor is there any given time limited within which the shipping and exportation of goods are to take place. It is impossible to assign a breach on this bond.

Judgment for the defendant.

PRICE'S Exchequer Reports,
T. T. 1815.

GLOVES. See Hides.

——— Silk. See Silk.

GOLD Coin, Plate and Watch Cases. See Plate.

——— Fringe, Lace, Thread, or Wire. See Wire.

GRAIN. See Corn.

GRITS. See Corn.

GUNPOWDER. See Stores.

HANGINGS, Paper. See Paper.

HEMP. See Stores.

HIDES and SKINS, (a) viz.

——— Coney Skins, the 100 skins..... Duty 0 1 0

——— Hare Skins, the 100 skins [6 Geo. 4. c. 111.] Duty 0 1 0

——— and Parts and Pieces of Hides and Skins tanned or tawed in Great Britain, and duly marked,
Drawback two-thirds of the duty paid.

(a) By 7 Geo. 4. c. 23. § 1, the duties and drawbacks mentioned under this title so far as the same relate to tawed kid skins, sheep skins, and lamb skins respectively, whether manufactured and actually made into any goods, or otherwise, are repealed.

HIDES.

HIDES, *continued.*

— and Parts and Pieces of Hides and Skins tanned and curried in Great Britain, and duly marked, the lb.....	Excise Drawback	0	0	2
— Leather tanned or tawed in Great Britain, and which shall be manufactured and actually made into Boots, Shoes, Saddles, or Gloves, the lb. Excise Drawback		0	0	3
— tanned or tawed in Great Britain, and which shall be manufactured and actually made into Goods and Wares, <i>other</i> than Boots and Shoes, Saddles, or Gloves, the lb.....	Excise Drawback	0	0	2
— Goat Skins tanned with Shumac or otherwise, to resemble Spanish Leather, duly marked, and all Sheep Skins tanned for Roans (being after the nature of Spanish Leather), in Great Britain, duly marked, the whole of the duty paid.				
— Boots or Shoes made in Great Britain, the Upper Leathers, Vamps, and Boot Legs of which are made of Morocco, Spanish Leather, or Kid Skins, the lb.....	Excise Drawback	0	0	4
— Buck, Deer, or Elk Skins, dressed in Oil, whether manufactured and actually made into Goods or Wares or not, (but if not, then to be duly marked,) the lb.....	Excise Drawback	0	1	0
— All other Hides and Skins, and Parts and Pieces of other Hides and Skins, dressed in Oil, and duly marked, according to the Weight or Number thereof respectively, the whole of the duty paid.				
— All other Hides and Skins dressed in Oil in Great Britain, and which shall be manufactured and actually made into Goods and Wares (except Sheep and Lamb Skins dressed in Oil, and made into Goods and Wares, other than Gloves,) the lb.....	Excise Drawback	0	0	6
— Sheep and Lamb Skins dressed in Oil in Great Britain, and which shall be manufactured and actually made into Goods and Wares other than Gloves, the lb.....	Excise Drawback	0	0	4

Shiells and Thorne, Assignees of Goodwin a Bankrupt, against Blackburn.

Feb. 12, 1789.

The material facts of this case were as follow: The defendant, who was a general merchant in London, having received orders from his correspondent in Madeira, to send thither a quantity of leather *cut out for shoes and boots*, employed Goodwin the bankrupt, who was a shoemaker, to execute the order. Goodwin accordingly prepared the leather for the defendant, packed it in a case for exportation, and at the same time prepared another parcel of the same kind of leather on his own account, which he packed in a separate case, to be sent to Madeira on a venture, requesting the recommendation of the de-

fendant to his correspondents in the sale of it. The two cases were sent to the defendant's house, with bills of parcels; and he, in order to save the expense and trouble of a separate entry at the custom-house, voluntarily, and without any compensation, by agreement with Goodwin, made one entry of both the cases, but did it under the denomination of *wrought leather*, instead of *dressed leather*, which it ought to have been. In consequence of this mistake in the entry, the two cases were seized, and this action was brought by the assignees of Goodwin, to recover the value of the leather which he had prepared to

HIDES.

to export on his own account. The declaration stated, that the bankrupt before his bankruptcy was possessed of a quantity of leather, which he designed to export to the island of Madeira, for which purpose it was necessary that a proper entry of it should be made at the custom-house; that the defendant, in consideration that the bankrupt would permit him to enter the said leather at the custom-house, undertook to enter it under a right denomination; that the bankrupt, confiding in the undertaking of the defendant, did permit him to enter it at the custom-house for exportation; that the defendant did not enter it under a right denomination, but on the contrary, made an entry of it under a wrong denomination, of *wrought leather*, in order improperly to obtain a bounty thereon; by means of which wrong entry, the leather became liable to be seized, and was seized and forfeited to the king. Second count, goods sold and delivered. Third, *quantum meruit*.—Plea general issue.—Verdict for the plaintiff.

A rule was obtained to show cause why the verdict should not be set aside, and a new trial granted, on the grounds that the defendant not professing the business of entering goods at the custom-house, having undertaken to enter those in question without reward, and having taken the same care of them as of his own, was not liable for the loss.

Adair, sergeant, showed cause, contending, that as the bills of parcels were left at the defendant's house, he must have known the proper denomination of the goods.

Lawrence, sergeant, *contra*, in the course of the discussion, observed that it is said in Paley's Principles of Moral and Political Philosophy that, "whoever undertakes another man's business makes it his own, that is, promises to employ upon it the same care, attention, and diligence, that he would do if it were actually his own; for he knows that the business was committed to him with that expectation, and with no more than this."

Heath, justice. The defendant in this case was not guilty either of gross negligence or fraud; he acted *bona fide*. If a man apply to a surgeon to attend him in a disorder, for a reward, and the surgeon treats him improperly, there is gross negligence, and the surgeon is liable to an action; the surgeon would also be liable for such negligence, if he undertook *gratis* to attend a sick person, because his situation imply skill in surgery; but if the patient apply to a man of a different employment or occupation, for his gratuitous assistance, who either does not exert all his skill, or admi-

nisters improper remedies to the best of his ability, such person is not liable. It would be attended with injurious consequences, if a gratuitous undertaking of this sort should subject the person who made it, and who acted to the best of his knowledge, to an action.

Wilson, justice. Where money has been paid for the performance of certain acts, the person receiving it is by law answerable for any degree of neglect on his part; the payment of money being a sort of insurance for the due performing of what he has undertaken; and this rule has few exceptions. But where the undertaking is gratuitous, and the party has acted *bona fide*, it is not consistent either with the spirit or policy of the law, to make him liable to an action. Here Goodwin wanted to dispose of his goods, which the defendant entered together with his own, without any reward. Could he be understood to be answerable for more care than he took of his own goods? There was no suspicion of any fraudulent design. A wrong entry at the custom-house cannot be considered as gross negligence, when, from the variety of laws relating to the customs, reliance must be placed on the clerks in the offices. It happened indeed, not long since, that a man designing to export wool applied to a clerk in the custom-house to make a proper entry of it, who, not understanding the act of parliament, entered it wrong, and the goods were seized: when, therefore, such cases happen, it is too much to infer gross negligence from the mistake which the defendant committed.

Lord Loughborough. I agree with Sir William Jones, that where a bailee undertakes to perform a gratuitous act, from which the bailor alone is to receive benefit, there the bailee is only liable for gross negligence; but if a man gratuitously undertake to do a thing to the best of his skill, where his situation or profession is such as to imply skill, an omission of that skill is imputable to him as gross negligence. If in this case a shipbroker, or a clerk in the custom-house, had undertaken to enter the goods, a wrong entry would in them be gross negligence, because their situation and employment necessarily imply a competent degree of knowledge in making such entries: but when an application, under the circumstances of this case, is made to a general merchant to make an entry at the custom-house, such a mistake as this is not to be imputed to him as gross negligence.

Rule absolute for a new trial.

HENRY BLACKSTONE's Reports,
H. T. 1789.

ISL

HOPS.

There shall be allowed for every pound weight avoirdupois of hops grown, cured, and made fit for use in Great Britain, and exported, as merchandize to foreign parts, the whole of the excise duty paid thereon. 1 & 2 Geo. 4. c. 100. § 1.

Regulations. Such hops shall be exported in the original packages in which the same were charged with duty, each such package containing at the least 100 lb. of such hops, subject to the several provisions of the acts touching the exportation of any goods subject to a duty of excise, upon drawback. § 2.

HUCKABACKS. See Linen.

IMPLEMENTS for the Fisheries. See NEWFOUNDLAND in this Part.

———— in general. See Tools.

IRON.

AN ACCOUNT of the Quantity of British Iron (including Unwrought Steel) Exported from Great Britain in the Year 1824.

Iron, viz.	Tons.
Bar	38,387 (a)
Bolt and Rod	7,745
Pig	5,370
Cast	9,150
Wire	355
Wrought, viz.	
Anchors and Grapnels	1,459
Hoops	7,102
Nails	3,980
Other sorts (except Ordnance)	8,884
Old, for re-manufacture	44
Unwrought Steel	734
Hardware and Cutlery	12,285

AN ACCOUNT of the Quantity of Foreign Iron Exported from Great Britain in the Years 1821, 1822, 1823, 1824.

Iron in bars or unwrought	Year 1821	tons 4,002 (a)
	1822	 3,993
	1823	 3,332
	1824	 4,037
Iron slit or hammered into Rods, and drawn or hammered less than $\frac{3}{4}$ of an inch square	1821	 21
	1822	 11
	1823	 2
	1824	 3
Iron Ore	1822	 4
	1823	 28
Iron Wire	1824	 1

ISLE OF MAN. Goods exported to the Isle of Man, under the

(a) The fractional parts are omitted in all these cases.

LINEN.

authority of any Licence which the commissioners of customs, are or may be authorized and empowered to grant, are *Free of Export Duty*. 6 Geo. 4. c. 111.

LACE, &c. If any of the articles hereafter mentioned be exported, or be waterborne to be exported, from the United Kingdom, they shall be forfeited, *viz.*—Any metal inferior to silver, which shall be spun, mixed, wrought, or set upon silk, or which shall be gilt, or drawn into wire, or flatted into plate, and spun or woven, or wrought into, or upon, or mixed with lace, fringe, cord, embroidery, tambour work, or buttons, made in the gold or silver lace manufactory, or set upon silk, or made into bullion spangles, or pearl, or any other materials made in the gold or silver lace manufactory, or which shall imitate or be meant to imitate such lace, fringe, cord, embroidery, tambour work, or buttons; nor shall any person export any copper, brass, or other metal, which shall be silvered, or drawn into wire, or flatted into plate, or made into bullion spangles, or pearl, or any other materials used in the gold or silver lace manufactory, or in imitation of such lace, fringe, cord, embroidery, tambour work, or buttons, or of any of the materials used in making the same, and which shall hold more or bear a greater proportion than three pennyweights of fine silver to the pound avoirdupois of such copper, brass, or other metal: any metal inferior to silver, whether gilt, silvered, stained or coloured, or otherwise, which shall be worked up or mixed with gold or silver, in any manufacture of lace, fringe, cord, embroidery, tambour work, or buttons. 6 Geo. 4. c. 107. § 99. [*See Wire in p. 295.*]

LEATHER. See Hides.

LINEN, or Linen with Cotton mixed, of the manufacture of any part of the United Kingdom, is *Free of Export Duty*. 6 Geo. 4. c. 11.

———— (subject to the reductions hereinafter stated)
made in the United Kingdom, or in the Isle of Man, wholly of hemp or flax, and of the breadth of twenty-five inches or more, exported to Asia, Africa, or America, or to Portugal, Spain, America, Gibraltar, or Malta, *viz.* from January 5, 1826,

———— PLAIN, *viz.*

———— under the value of 5*d.* the yard; for every yard, eight-tenths part of Bounty 0 0 0½

———— of the value of 5*d.*, and under 6*d.* the yard; for every yard, eight-tenths part of Bounty 0 0 1

———— of the value of 6*d.*, and not exceeding 1*s.* 6*d.* the yard; for every yard, eight-tenths part of Bounty 0 0 1½

———— upwards of one yard in breadth, and exceeding the value of 1*s.* 6*d.* the running yard, and not exceeding the value of 1*s.* 6*d.* the square yard; for every square yard, eight-tenths part of Bounty 0 0 1½

———— checked and striped, of the value of 7*d.* and not exceeding 1*s.* 6*d.* the yard; for every yard, eight-tenths part of Bounty 0 0 0½

Note.—One other tenth part of the foregoing sums, Bounties on Linen, to cease on the 5th January 1827, and the like on the 5th January in the seven years thereafter, when the whole will expire.

LINEN.

LINEN, Sail Cloth made in the United Kingdom, fit for or made into Sails, exported by way of merchandize, the ell Bounty 0 0 2
[6 Geo. 4. c. 113.]

Bond to be given for due exportation, as mentioned under Sugar. § 4.

Bounty shall not be allowed upon the exportation of any sail cloth, the weight of which shall be less than after the rate of 43 lb. to 38 square yards of the same, if the width be more than 20 inches, or after the rate of 24 lb. to 38 running yards of the same, if the width be not more than 20 inches. 7 Geo. 4. c. 48. § 41.

Linen below value. If any linen which is entered for bounty, as being of the value at least of 5*d.* the yard, or 6*d.* the yard, or 7*d.* the yard, as the case may be, shall upon examination be found not to be worth 5*d.* the yard, or 6*d.* the yard, or 7*d.* the yard respectively, the same shall be forfeited; and if any linen which is entered for bounty by the square yard shall upon examination be found not to be worth more than 1*s.* 6*d.* the running yard, the same shall be forfeited; and if any linen which is entered for bounty shall upon examination be found to be worth more than 1*s.* 6*d.* the running yard, if entered by the running yard, or 1*s.* 6*d.* the square yard, if entered by the square yard, as the case may be, it shall be lawful for the searcher to detain such linen, and the commissioners of customs shall thereupon cause 1*s.* 7*d.* the running yard, or the square yard, as the case may be, to be paid for such linen to the person entitled to receive the same, and shall dispose of such linen for the benefit of the crown. 6 Geo. 4. c. 113. § 7.

Ships to be well supplied with Sail-cloth and Sails. No bounty shall be paid to any person on the exportation of any sail-cloth, unless the same be exported to parts beyond the seas by way of merchandize, nor unless the quantity exported by him in one ship be 500 ells of such sail-cloth at the least, nor unless the ship exporting the same be furnished with a sufficient quantity of sails or sail-cloth, as the case may be, for her use, according to her intended voyage, over and above any quantities of the same entered to be exported for bounty in such ship. § 10.

— Linens, Stuffs, Fustians, Velvets, Dimities, Figured Stuffs, Stuffs wholly made of Cotton Wool wove in Great Britain, commonly called British Manufactory, the yard in length, reckoning yard wide	Excise Drawback	0	0	3½
— Foreign Calicoes and Foreign Muslins, which shall be printed, stained, painted, or dyed in Great Britain, except such as shall be dyed throughout of one colour only, the yard in length	Excise Drawback	0	0	7
— Silks, of whatever kind or by whatever denomination the same are or may be called or known, which shall be printed, (a) painted, stained, or dyed in Great Britain (except such silks as shall be dyed throughout of one colour only), the square yard	Excise Drawback	0	0	6

(a) By 7 Geo. 4. c. 53. § 5. all drawbacks of excise in respect of the duties imposed upon the printing of silks, shall cease.

MED

AN ACCOUNT of all Foreign, British, and Irish Linens, Cambrics, and Lawns, Exported from Great Britain in the Year ended 5th January, 1825.

Cambrics and Lawns	1,464 pieces
Plain Linen of Germany and Russia....	41,523½ ells
Damask and Diaper of Silesia	345 yards
Unrated Linen.....	£43 17s.
Irish Linen	15,174,392 yards
British Linen (except Sail-cloth)	43,978,471½ yards
British Sail-cloth.....	1,597,819½ ells

AN ACCOUNT of the Quantity of all Foreign Linens Exported from the United Kingdom, in the Year 1825.

LINEN, *viz.*

Plain of Germany, Silesia, &c.....	14,761 ells
Plain of Russia	26,541
Plain of the Netherlands	—
Canvas, Hessen	—
Canvas, Packing or Spruce	—
Hinderland's Brown	—
Drilling and Pack Duck	221
Sail Cloth	—
Damask and Diaper of Silesia, &c.....	345 yards
Damask and Diaper of the Netherlands	—
Cambricks and French Lawns	648 pieces
Silesia Lawns	8
Sails	£22 0 0 Declared value
Unrated, chequered, striped, &c. ..	— — —
Unrated, not chequered, striped &c. ..	43 17 0

AN ACCOUNT of the Number of Yards of British and Irish Linen Cloth Exported to Foreign Parts, in the Year 1825.

	<i>British Linen.</i>	<i>Irish Linen.</i>
Europe	10,489,658 yards	2,898,639 yards
Asia	425,183	7,582
Africa.....	292,985	11,069
America.....	34,663,708	15,098,676
Total.....	45,871,534	18,015,966

MACHINES. See Tools.

MALT. See Corn.

MASTS. See Stores.

MATERIALS for the FISHERIES. See NEWFOUNDLAND in this Part.

MEAL. See Corn.

MEDICINES, &c.

Upon the outside of all packages, in which shall be contained one dozen or more of packets, boxes, bottles, pots, phials, or other enclosures, containing any articles mentioned in 42 Geo. 3. c. 56. (a) and

(a) The schedule included in 42 Geo. 3. c. 56. was repealed, and by 52 Geo. 3. c. 150. another was substituted, which latter schedule contains a long enumeration of medicines, &c.; but as the section of 52 Geo. 3. in next page, is to extend to all other medicines, &c. it is considered unnecessary to insert such schedule here.

subject

MEDICINES.

subject to duty under that or this act, sent by any proprietor, compounder, or original vender thereof, or any person employed by him, to any retail vender, by any public conveyance, or which shall be about to be exported, the word “Medicines” shall be written; and also the name of such proprietor, &c. and of the person sending or exporting the same, if not such proprietor, &c. thereof; and it shall be lawful for any officers of customs or excise, or any person appointed by the commissioners for managing the duties arising on stamped vellum, parchment, or paper, by authority in writing, under the hand of any magistrate or justice, on information given to and proved before him on oath, that there is reason to suspect that any such package contains such articles subject to such duties, and not properly labelled, to open such packages, and examine if the proper labels from the stamp office be duly affixed to the articles therein contained; and in case such labels are not affixed thereto, to seize the same, and send or deliver the same to the commissioners at the head office at Somerset Place, who are to reward the officers in such manner as to them shall seem fit. 43 Geo. 3. c. 73. § 3.

If any person, whether licensed or not, shall utter, vend, or expose to sale, or offer or keep ready for sale, whether for foreign or home consumption, or buy, or receive, or keep for the purpose of selling by retail, either on his own account, or on the account or behalf of any other person, any packet, box, bottle, pot, phial, or other enclosure containing any of the drugs or compositions mentioned in the schedule annexed, (a) without a paper cover, wrapper, or label, provided and supplied by the commissioners of stamps, and duly stamped, for denoting the duty charged on such packet, or other enclosure, being properly and sufficiently pasted, stuck, fastened, or affixed thereto, so as that such packet, &c. cannot be opened and the contents poured out or taken therefrom without tearing such stamped cover, wrapper, or label, so as to prevent its being made use of again, then the person so offending shall, for every such offence, forfeit £10. 52 Geo. 3. c. 150. § 2.

SCHEDULE. (a)

And also all *other* pills, powders, lozenges, tinctures, potions, cordials, electuaries, plasters, unguents, salves, ointments, drops, lotions, oils, spirits, medicated herbs and waters, chemical and officinal preparations whatsoever, to be used or applied externally or internally as medicines or medicaments for the prevention, cure, or relief of any disorder or complaint incident to or in any wise affecting the human body, made, prepared, uttered, vended, or exposed to sale by any person, wherein the person making, preparing, uttering, vending, or exposing to sale the same, hath or claims to have any occult secret or art for the making or preparing the same, or hath or claims to have any exclusive right or title to the making or preparing the same, or which have at any time heretofore been, now are, or shall hereafter be, prepared, uttered, vended, or exposed to sale, under the authority of any letters patent under the great seal, or which have at any time heretofore been, now are, or shall hereafter be by any public notice or advertisement, or by any written or printed papers or handbills, or by any label or words, written or printed, affixed to, or delivered with any packet, box, bottle, phial, or other

(a) See the note in preceding page.

PAPER.

enclosure containing the same, held out or recommended to the public by the makers, venders, or proprietors thereof as nostrums or proprietary medicines, or as specifics, or as beneficial to the prevention, cure, or relief of any distemper, malady, ailment, disorder, or complaint incident to or in any wise affecting the human body.

SPECIAL EXEMPTIONS.

Drugs named in the books of rates mentioned in 12 Cha. 2. and 11 Geo. 1. (*a*) medicinal drugs which shall be uttered or vended entire without any mixture or composition with any other drug or ingredient by any surgeon, apothecary, chemist, or druggist who hath served a regular apprenticeship, or by any person who hath served as a surgeon in the navy or army under any commission or appointment duly entered at the war office or navy office, or by any other person whatsoever licensed to sell any of the medicines chargeable with a stamp duty.

And also all mixtures, compositions, or preparations whatsoever mixed or compounded with or prepared from medicinal drugs, medicated or chemical preparations or compositions, or other ingredients bearing different denominations, or having different properties, qualities, virtues, or efficacies, which shall be uttered or vended by any such surgeon, &c. or by any such person who hath served as a surgeon in the navy or army under any commission or appointment as aforesaid, the different denominations, properties, qualities, virtues, and efficacies of which mixtures, compositions, and preparations as aforesaid are known, admitted, and approved of in the preservation, cure, or relief of any disorder, malady, ailment, or complaint incident to or in any wise affecting the human body, and wherein the person mixing, compounding, preparing, uttering, or vending the same hath not nor claims to have any occult secret or art for the mixing, compounding, or preparing the same, nor hath nor claims to have any exclusive right or title to the mixing, compounding, or preparing, or to the vending of the same, and which mixtures, compositions, or preparations, have not been, are not, nor shall hereafter be, prepared, uttered, vended, or exposed to sale under the authority of any letters patent under the great seal, nor at any time heretofore have been, now are, or shall hereafter be, by any public notice, advertisement, or by any written or printed papers or hand-bills, or by any labels or words written or printed, and affixed to or delivered with any such packet, box, bottle, pot, phial, or other enclosure, held out or recommended to the public by the owners, proprietors, makers, compounders, original or first venders thereof, as nostrums or proprietary medicines, or as specifics, or as beneficial for the prevention, cure, or relief of any distemper, malady, ailment, or complaint as aforesaid.

MELASSES, *Free of Export Duty.*

METAL, Pot-metal, Gun-metal, &c. See Stores.

MILITARY CLOTHING, Accoutrements, or Appointments. See Stores.

MILLBOARD. See Paper.

MUM. See Beer.

MUSLINS. See Linen, page 278.

NEWFOUNDLAND. Any sort of craft food, victuals, clothing, or implements or materials necessary for the British Fisheries established in the Island of Newfoundland, or in any of His Majesty's colonies, islands, or plantations in North America, on due entry thereof, and exported direct to the said colonies, islands, or plantations, are *Free of Export Duty.* 6 Geo 4. c. 111.

OAKUM. See Stores.

OARS. See Stores.

OKER. See Stores.

PAPER, of the *First Class or Denomination, viz.*

.... all Paper, other than Brown Paper, made of old ropes or cordage only, without separating or extracting the pitch or tar or any

(a) For these drugs, see now the several articles in PART 1.

PAPER.

PAPER, *continued.*

part therefrom, and without any mixture of other materials therewith, the lb.

	Excise Drawback	0	0	3
_____ of the <i>Second Class or Denomination, viz.</i>				
.... all Brown Paper made of old ropes or cordage only as aforesaid, the lb.	Excise Drawback	0	0	1½
_____ Glazed Paper for clothiers and hot pressers, Mill-board, and Scaleboard, the cwt.	Excise Drawback	1	1	0
_____ Pasteboard which shall be made in Great Britain from Paper, or made in Ireland and imported from thence into Great Britain, wholly of the <i>second class</i> , and for which all the duties imposed in respect thereof shall have been paid, (a) the cwt.....	Excise Drawback	0	14	0
_____ Pasteboard which shall be made in Great Britain, or made in Ireland and imported from thence into Great Britain, wholly or in part, from any Paper, Millboard, Button Board, Button Paper, Glazed Paper, or Sheathing Paper, <i>other than</i> Paper of the <i>second class</i> , and for which all the duties imposed in respect thereof shall have been paid, (a) the cwt.....	Excise Drawback	1	8	
_____ Books in perfect and complete sets, or if Periodical Publications in perfect parts or numbers, and of blank, plain, or ruled Account Books, whether bound or unbound, made of, or printed, or ruled on paper of the <i>first class</i> for which Books no drawback or allowance whatever shall have been paid, received, or obtained, the lb.	Excise Drawback	0	0	3
_____ Printed, Painted, or Stained, to serve for hangings or other uses, over and above the duties payable for such paper before the printing, painting, or staining thereof, the yard square,				

Excise Drawback 0 0 1½

Paper for Exportation to be marked, &c.—Officer to measure and cut off Marks, &c. The proper officer shall not permit to be packed up in order to be exported any piece of paper, or any sheet of paper, printed, painted, or stained in Great Britain, not having the stamps or seals directed by this act denoting the charging the duties, and also the frame marks denoting the measure thereof, distinct and plain at both ends of every such piece of paper, or sheet of paper, where a single sheet shall be printed, painted, or stained: and the officer who shall attend to see such paper packed up, shall take care to measure the paper, and to see that the stamps or seals directed by this act are cut off before the same are packed up. 26 Geo. 3. c. 78. § 19.

Different Classes of Paper. All paper fit for writing, drawing, or printing, and also all elephant papers, and all cartridge papers, which shall be made in Great Britain, shall be deemed to be papers of the first class; all coloured papers, and all whited brown papers (not being elephant or

PAPER.

cartridge papers), which shall be made in Great Britain, fit for wrapping up goods, and not fit or capable of being applied to the uses of writing, drawing, or printing, shall be deemed to be paper of the second class; (a) all brown paper which shall be made in Great Britain, fit for wrapping up goods, and not fit for writing, drawing, or printing, shall be deemed to be paper of the third class; every sort of paper, not enumerated in any of the three classes hereinbefore mentioned (except papers commonly called and known by the names of sheathing paper, and button paper, or button board), which shall be made in Great Britain, shall be deemed to be paper of the fourth class; and all pasteboard, millboard, scaleboard, and glazed paper, for clothiers and hot-pressers, made in Great Britain, shall be deemed to be of the fifth class. 34 Geo. 3. c. 20. § 4.

Quantities. All paper, pasteboard, millboard, scaleboard, and glazed paper, which shall be made in Great Britain, or which shall be made in Ireland and imported thence into Great Britain, shall be made up by the maker thereof, in the manner hereinafter mentioned, *viz.* all such paper shall be made up into quires, each such quire to consist of 24 sheets; and such quires shall be forthwith made up into reams, each such ream to consist of 20 such quires; and all such pasteboard, millboard, scaleboard, and glazed paper respectively, shall, as soon as made, be forthwith made up in regular parcels, each such parcel containing even dozens of sheets of the same denomination, and of equal dimensions, and not less than 24 nor more than 72 such sheets in each such parcel; and every such maker shall, by himself or by his servants, cause all such paper, &c. to be immediately tied up in covers or wrappers; and shall thereupon, without delay, mark on each such cover or wrapper of paper, in large legible characters, and in words at length, the class of the paper, distinguishing in which of the two classes of paper the duty for such paper is chargeable, together with the true number of such reams of paper, according to the number of such reams of each such class, made by the maker, and on each such parcel of pasteboard, millboard, scaleboard, and glazed paper respectively, there shall in like manner, as soon as the same is tied up in the manner hereinbefore directed, be marked in large and legible characters, and in words at length, the true description of such parcel, and whether such parcel is pasteboard, millboard, scaleboard, or glazed paper, and the number of sheets in each such parcel, together with the true progressive number of such parcel; if any such maker shall conceal, or remove any such paper, &c. from the place entered for the same, he shall, for each such offence, forfeit £200, together with all such paper, pasteboard, &c. which may be seized; provided always, that every maker of paper shall be at liberty to make his paper into quires without folding the same, such quires, when made up into reams, being separated by a slip of coloured paper placed between each quire, and visible on the outside of the ream: and provided also, that the outside quires of each ream of paper shall consist of

(a) By 42 Geo. 3. c. 94. § 10. all brown paper made of old ropes or cordage only, without separating or extracting the pitch or tar therefrom, and without any mixture of other materials therewith, shall be deemed to be paper of the second class or denomination, and shall be chargeable and charged with duty accordingly; and all other paper whatever (glazed paper for clothiers and hot-pressers excepted) shall be deemed to be paper of the first class or denomination, and shall be chargeable and charged with the duty by this act imposed on paper of the first class or denomination.

PIT

any number of sheets not less than 20 nor exceeding 24, at the option of the maker of such paper. 42 Geo. 3. c. 94. § 15.

How Paper made in Great Britain may be exported.—Drawback. It shall be lawful for any person who shall have actually paid the duties for paper made in Great Britain, and for any other person who shall buy, or be lawfully entitled unto, any such paper from the person who actually paid the duties for the same, to export such paper to any parts beyond the seas by way of merchandize, under the regulations (except the oath hereinafter in that behalf required), so far as the same respectively are applicable thereto, for the exportation of exciseable commodities; except that in lieu of the oath or affirmation required to be made by the exporter, or his clerk or manager, that he believes the duties upon such commodities have been fully paid, such exporter, or his clerk or manager, shall make oath that he believes the duties of excise by this act imposed to have been fully paid for such paper, and thereupon a drawback of the duty for such paper shall be allowed. 34 Geo. 3. c. 20. § 28.

Wrapper and Marks. Nothing in this act shall extend to entitle any person to any such drawback for any such paper, unless the officer of excise who shall attend to see such paper packed up in order to be exported shall then find such paper enclosed in the cover or wrapper in which the same was charged with duty, with the impression of the officer's stamp, and his Christian and surname, with the date of the charge of the duty for such paper, and the class thereof, together with the several matters hereinbefore directed to be marked, remaining on such cover or wrapper; and such officer, who shall attend to see such paper packed up, is required to cause to be taken off, or to see taken off, all the impressions of the officer's stamp or label from every ream or bundle of such paper intended to be packed up in order to be exported before the same is packed up. § 29.

How Printers or Booksellers may export Books.—Unbound Books.—Bound Books.—Latin Books, &c.—Drawback. It shall be lawful for any printer or bookseller in Great Britain to export any printed books, either unbound or bound with any materials respectively liable to any duties of excise, and for which the duties of excise have been paid, and printed on paper of the first class hereinbefore mentioned, and for all which paper the duty imposed shall have been paid, to any parts beyond the seas, by way of merchandize, under due regulations. § 30.

How Stationers may Export Ruled Account Books.—Drawbacks. It shall be lawful for any stationer in Great Britain to export any ruled account books made of paper of the first class hereinbefore mentioned, bound with any materials respectively liable to any duties of excise (for all which paper so to be exported the duty shall have been paid), to any parts beyond the seas, by way of merchandize, under the regulations required by law. § 33.

PASTEBOARD. See Paper.

PEARL ASHES. See Stores.

—— Barley. See Corn.

PERIODICAL PUBLICATIONS. See Paper.

PERRY. See Beer.

PHIALS. See Glass.

PITCH. See Stores.

PLA

PLATE of GOLD made or wrought in Great Britain, and which shall or ought to be touched, assayed, and marked in Great Britain, except Gold Watch Cases and Rings

Bounty 0 17 0

PLATE of SILVER, made or wrought in Great Britain, and which shall or ought to be touched, assayed, and marked in Great Britain, the oz.... Bounty 0 1 6

By 55 Geo. 3. c. 185, and by 52 Geo. 3 c. 59. these drawbacks are to be allowed to the manufacturer or exporter of all manufactured plate, whether intended as merchandize or not, provided proof be adduced to the commissioners of customs that such plate is new, and has never been used.

By 1 Geo. 4. c. 14. no drawback shall be paid, nor any debenture given, on the exportation to foreign parts of any plate of gold wrought or manufactured in Great Britain into rings, nor on any other article of gold so manufactured, unless the weight exceed two ounces.

How Gold and Silver Coin may be Exported. Any person may export the gold or silver coin of the realm to parts beyond the seas, and also may melt the gold and silver coin of the realm, and may manufacture or export or otherwise dispose of the gold or silver bullion produced thereby; and no person who shall export or melt such gold or silver coin, or who shall manufacture, export, or dispose of such bullion, shall be subject to any forfeiture or disability whatever, for such melting, manufacturing, or exporting the same. 59 Geo. 3. c. 49. § 10.

Bullion. Free of Export Duty. 6 Geo. 4. c. 111.

Exporting, &c. Plate not marked. No person whatsoever, making or selling, trading or dealing, in gold or silver wares, shall sell, exchange, or expose to sale, in Great Britain, any gold or silver vessel, plate, or manufacture of gold or silver whatsoever, or export the same out of Great Britain, until duly marked, on pain of forfeiting £50. 24 Geo. 3. sess. 2. c. 53. § 8.

Gold not marked. If any person export out of this kingdom, any gold vessel, plate, or manufacture of gold, not being duly marked with one of the marks by law required, to denote the respective standards, every such person shall, for every such offence, forfeit £50. 38 Geo. 3. c. 69. § 6.

QUANTITY of Gold Exported from the United Kingdom.

	Years ending 5th January.					
	1823.		1824.		1825.	
	Oz.	Dwt.	Oz.	Dwt.	Oz.	Dwt.
	GOLD.					
Gold Bullion.....	57,218	17	87,022	0	241,840	4
Foreign Gold Coin	79,478	2	111,351	8	128,403	7
British Gold Coin.....	147,555	18	98,000	0	764,109	12
Foreign Gold Plate	—	—	—	—	1	5
British Gold Plate.....	24	19	102	7	53	5
Total Export of Gold..	284,277	16	296,475	15	1,134,407	13

QUANTITY

SAI

QUANTITY of Silver Exported.

	Years ending 5th January.					
	1823.		1824.		1825.	
	Oz.	Dwt.	Oz.	Dwt.	Oz.	Dwt.
SILVER.						
Silver Bullion	7,980,315	10	1,511,331	15	2,516,680	0
Foreign Silver Coin	6,565,506	8	10,056,922	5	6,069,051	0
British Silver Coin	—		—		—	
Foreign Silver Plate	40	0	600	9	2,201	0
British Silver Plate	112,389	16	155,164	16	118,045	14
Total Export of Silver..	14,658,251	14	11,724,019	5	8,705,977	14

AN ACCOUNT of the Quantity of Gold and Silver Exported from the 5th January 1825, to 5th April following.

GOLD.

To Europe and America:	Oz.	Dwt.
Gold Bullion	198,071	0
Foreign Gold Coin	57,396	11
British Gold Coin	281,206	5
Gold Plate	—	
Total Export of Gold	536,673	16

SILVER.

To Europe, Asia, Africa, and America:		
Silver Bullion	319,900	0
Foreign Silver Coin	1,095,797	10
British Silver Coin	—	
British Silver Plate	27,589	19
Total Export of Silver	1,443,287	9

PORK. As to the prohibition of Export, see Provisions.

POT ASHES. See Stores.

PROVISIONS, or any sort of Victual which may be used as food by man, may be prohibited to be exported by proclamation or order in council, and if exported, or waterborne to be exported, from the United Kingdom, contrary thereto, the same shall be forfeited. 6 Geo. 4. c. 107. § 99.

PUBLICATIONS. See Paper.

ROSIN. See Stores.

SAIL CLOTH and SAILS. See Linen.

SALT, of the produce of the United Kingdom, is *Free of Export Duty*. 6 Geo. 4. c. 111.

SALTPETRE. See Stores.

SCALEBOARD.

SPI

SCALEBOARD. See Paper.

SCOTCH BARLEY. See Corn.

SHEETING. See Linen.

SHOES. See Hides.

SKINS. See Hides.

SLATES. *Transshipment.* It shall be lawful for the searcher and coastwaiter in any port to permit any quantity of slates, duly entered and cleared for exportation, to be shipped directly by transshipment out of any coasting ship in which the same shall have been brought coastwise into such port, and without payment of any coast duty thereon. 6 Geo. 4. c. 107. § 66.

SNUFF. See Tobacco.

SOAP, British hard Cake Soap, or Ball Soap, the lb.

Excise Drawback 0 0 3

—— Soft Soap, the lb. Excise Drawback 0 0 1½

SPIRITS, of the strength of hydrometer proof, distilled in Scotland or Ireland from malt only, not being mixed with any unmalted corn or grain whatever, after the rate of two such gallons of such spirits for every eight gallons, Imperial standard gallon measure, of barley malt, or ten such gallons and two-third parts of another such gallon of bear or bigg malt, in respect of which spirits any distiller in Scotland or Ireland shall be charged with duty, during the time that such distiller shall use malt only, the 100 gallons, Imperial standard gallon measure Excise Allowance 5 16 8

6 Geo. 4. c. 58.

—— of the strength of hydrometer proof, and so in proportion for any greater or less degree of strength, made or distilled in any part of Scotland or Ireland from any wort or wash brewed or made from malt, or from corn or grain malted or unmalted, or any mixture thereof, or from sugar or from potatoes, by any person whomsoever, or for which any distiller shall be chargeable, the 100 gallons, Imperial standard gallon measure Excise Duty 14 3 4

6 Geo. 4. c. 58.

No raw unrectified spirits shall be permitted to be exported. 2 Geo. 3. c. 3. § 20.

AN ACCOUNT of the quantity of Rum Exported from Great Britain, from 5th January 1825 to 5th January 1826.

	Gallons.
Europe exclusive of Ireland.	722,596
Asia: East Indies and China	15,833
New Holland.	156,239
Africa: Cape of Good Hope	338
Other parts of Africa.	139,277
TOTAL	1,034,083

HEM

ACCOUNT <i>continued.</i>	Gallons.
America: British Northern Colonies	321,280
British West Indies	18,250
Foreign West Indies	3,540
United States.....	15,924
Brazil	4,180
Mexico and Guatemala	2,897
Columbia	2,671
Peru	22,649
Chili	30,287
Buenos Ayres and Monte Video	6,060
The Whale Fisheries.....	10,412
Total, exclusive of Ireland	1,472,533
Ireland	17,144

Total to all Parts 1,489,677

Rum exported from Ireland in the same period..... 17,618

STARCH, of what kind soever, which shall be made in Great

Britain, the lb. Excise Drawback 0 0 3½

STORES, MILITARY and NAVAL. The following articles may be prohibited to be exported, by proclamation or order in council; and if exported, or waterborne to be exported, contrary thereto, the same shall be forfeited; Arms, Ammunition, and Gunpowder; Ashes, Pot and Pearl. Military Stores and Naval Stores, and any articles (except Copper) which His Majesty shall judge capable of being converted into, or made useful in increasing the quantity of military or naval stores. (a) 6 Geo. 4. c. 107. § 99.

Military clothing, accoutrements, or appointments, exported under the authority of the Commissioners of His Majesty's Treasury, and sent to any of His Majesty's forces serving abroad; military stores exported to India by the East India Company, of the manufacture of the United Kingdom, are *Free of Export Duty*. 6 Geo. 4. c. 111.

The East India Company shall be allowed to export stores, provisions, utensils of war, and necessaries for maintaining their garrisons and settlements, free of all duties; so as the duties hereby remitted, if they had been to be paid, would not have exceeded or do not exceed, in any one year, £300. 7 Geo. 4. c. 48. § 32.

HEMP.

AN ACCOUNT of the Quantities of Hemp Exported from the United Kingdom to Foreign Countries, in the Year 1825.

	Cwt.	qr.	lb.
Hemp, dressed, British	40	0	12
Hemp, undressed, British	2	2	0
Foreign.....	8,011	2	12

(a) By Order in Council, dated May 3, 1826, it is directed, that no person whatsoever except the Master-General of the Ordnance for His Majesty's service, do at any time during the space of six months, to commence from this day, presume to transport, or to ship in order to transport, any gunpowder or saltpetre, or any sort of arms or ammunition, to any place on the coast of Africa, (except to any place within the Streights of Gibraltar,) without permission in that behalf first obtained from His Majesty or His Privy Council, upon pain of incurring and suffering the respective forfeitures and penalties inflicted by the acts of 29 Geo. 2. and 33 Geo. 3. See page 657.

SUGAR,

SUGAR.

SUGAR, Refined, of all sorts, and Sugar Candy, of the manufacture of the United Kingdom, are *Free of Export Duty*.

———— till the 5th July, 1826,* *viz.*

———— Refined, made in the United Kingdom from Sugar, the produce of the British plantations or of the East Indies, *viz.*

———— Bastards, or Refined Loaf Sugar broken in pieces, or being ground or powdered sugar, or such sugar pounded, crashed, or broken,

———— Exported in a British ship, the cwt. Bounty 1 10 0

———— Exported in a ship not British, the cwt. Bounty 1 9 0

———— Other refined sugar in loaf, complete and whole, or lumps duly refined, having been perfectly clarified and thoroughly dried in the stove, and being of a uniform whiteness throughout, or such sugar pounded, crashed, or broken, and sugar candy,

———— Exported in a British ship, the cwt. Bounty 2 6 0

———— Exported in a ship not British, the cwt. Bounty 2 4 6

———— Double Refined Sugar, the cwt. Additional Bounty 0 8 0

6 Geo. 4. c. 113. § 2.

* Nine tenth parts of the several bounties granted upon the exportation of refined sugar, until 5th July 1826, are hereby continued so long as the duties on the importation of sugar imposed by this act shall remain in force, or be further continued by any act hereafter to be made. [Until 5th July 1827. See page 187.] 7 Geo. 4. c. 48. § 42.

Bond. The exporter of any goods, in respect of which any bounty is claimed under this act, or the person in whose name the same are entered outwards, shall, at the time of entry and before cocket be granted, give security by bond in double the value of the goods, with one sufficient surety, that the same shall be duly exported to the place for which they are entered, or be otherwise accounted for to the satisfaction of the commissioners of customs, and shall not be relanded in the United Kingdom, or landed in the Isle of Man, or the islands of Faro or Ferro, and shall not be landed in Guernsey, Jersey, Alderney, or Sark, unless expressly entered to be exported to one of those places. 6 Geo. 4. c. 113. § 3.

Size of Packages for Sugar and Sugar Candy. No bounty shall be given upon the exportation of any refined sugar called candy, unless it be properly refined and manufactured, and free from dirt and scum, and packed in packages, each of which shall contain half a hundred weight of such candy at the least; nor upon any other refined sugar, unless the same be packed in packages, each of which shall contain two hundred weight of such sugar at the least. § 4.

How Sugar to be crashed. If any sugar in lumps or loaves is to be pounded, crashed, or broken, before the same be exported for the bounty payable thereon, such lumps or loaves shall, after due entry thereof, be lodged in some warehouse, provided by the exporter and approved by the commissioners of customs for such purpose, to be then first examined by the officers of customs while in such lumps or loaves, as if for immediate shipment, and afterwards to be there pounded, crashed, or broken, and packed for exportation, in the presence of such officers, and at the ex-

SUGAR.

pence of the exporter ; and such sugar shall be kept in such warehouse, and be removed thence for shipment, and be shipped under the care and in the charge of the searchers, in order that the shipment and exportation thereof may be duly certified by them upon the debenture, according to the quality ascertained by them of the same while in such lumps or loaves. § 5.

Different Sorts of crashed Sugar to be kept separate.—*Sugar of inferior Quality.* The different sorts of such sugar shall be kept apart from each other, in such manner and in such distinct rooms or divisions of such warehouse, as shall be directed and appointed by the commissioners of customs ; and if any sort of such sugar be found in any part of such warehouse appointed for the keeping of sugar of a sort superior in quality thereto, the same shall be forfeited ; and if any sort of such sugar be brought to such warehouse to be pounded, crashed, or broken, which shall be of a quality inferior to the sort of sugar expressed in the entry for the same, such sugar shall be forfeited. § 6.

AN ACCOUNT of the Quantity of Raw and Refined Sugar Exported from Great Britain, from 5th January 1825, to 5th January 1826, reducing the Quantity of Refined into its proper Proportion of Raw, and the Countries to which the same was Exported.

Countries to which Exported.	Raw Sugar.	Refined Sugar. Actual Weight Exported.	Total of all Sorts Exported, stated in cwt. of Raw Sugar.
	<i>Cwt. grs. lb.</i>	<i>Cwt. grs. lb.</i>	<i>Cwt. grs. lb.</i>
Europe, Exclusive of Ireland....	236,500 0 1	312,288 2 2	767,390 1 27
Asia: East Indies and China ..	1,259 1 6	1,098 3 10	3,127 1 9
New Holland.....	58 2 17	304 2 6	576 1 16
Africa: Cape of Good Hope	4 1 3	178 1 18	307 2 8
Other parts of Africa	1,033 2 0	1,164 3 12	3,013 3 1
America: British Northern Colonies	3,766 2 19	4,504 0 20	11,423 3 2
Columbia River and NW Coast	..	27 2 27	47 0 18
British West Indies.....	11 3 12	3,040 0 7	5,179 3 24
Foreign West Indies	..	191 3 8	326 0 11
United States	3 2 8	10 3 26	22 0 27
Brazil	1 3 19	..	1 3 19
Mexico and Guatemala.....	48 2 0	26 3 26	94 1 13
Columbia.....	33 1 23	5 1 14	42 2 10
Peru.....	32 1 25	7 1 19	45 0 10
Chili	22 1 24	2 1 13	26 1 27
Buenos Ayres and Monte Video	45 0 12	545 2 19	972 3 0
Total, exclusive of Ireland	242,821 3 1	323,397 3 3	792,597 3 26
Ireland	74,733 2 19	66,395 3 7	187,606 2 5
Total to all parts	317,555 1 20	389,793 2 10	980,204 2 3

AN ACCOUNT of the Quantity of Raw and Refined Sugar Exported from Ireland, from 5th of January 1825, to 5th January 1826, reducing the Quantity of Refined into its proper Proportion of Raw, distinguishing the several Sorts of Sugar, and the Countries to which the same was Exported.

Countries to which Exported.	Raw.	Refined.
	<i>Cwt. grs. lb.</i>	<i>Cwt. grs. lb.</i>
British West Indies	0 0 10	0 0 0

SWORDS.

TIN.

SWORDS. See Stores.

TAR. See Stores.

THREAD of Gold or Silver. See page 277.

TILES. See Bricks.

TIN.

AN ACCOUNT of the declared Value of Tin Plates Exported from Great Britain during the Years 1822, 1823, and 1824.

Countries to which Exported.	1822.		1823.		1824.	
	£.	s. d.	£.	s. d.	£.	s. d.
Russia	5,250	9 6	815	0 0	2,750	0 0
Sweden	8	0 0	55	0 0	98	12 6
Norway	206	15 0	407	12 0	496	10 0
Denmark	2,412	1 0	1,711	0 0	1,582	15 0
Prussia.....	10,951	2 0	6,932	0 0	5,444	0 0
Germany	17,291	17 0	15,916	0 0	20,854	19 0
Holland	20,851	2 0	15,051	17 5	18,896	5 0
Flanders	4,740	0 0	3,875	5 0	3,561	0 0
France	12,070	2 0	10,025	5 1	15,084	11 0
Portugal, Azores and } Madeira	5,869	11 0	3,569	3 0	10,099	15 0
Spain, and the Canaries	5,294	5 0	4,330	10 0	15,286	13 0
Gibraltar	1,872	5 0	2,646	0 0	3,822	5 0
Italy.....	17,473	0 0	15,528	7 0	35,019	5 0
Malta	2,351	0 0	935	0 0	1,625	0 0
The Ionian Islands...	116	0 0	—		420	0 0
Turkey, and the Levant	100	0 0	4,883	0 0	5,081	0 0
Ireland.....	16,157	19 0	17,066	5 0	21,478	0 9
Isle of Man	76	10 0	114	0 0	40	0 0
Guernsey, Jersey, and } Alderney.....	394	5 0	594	13 0	477	3 0
Asia.....	7,288	2 0	7,787	14 0	5,799	0 0
Africa	234	0 0	1,339	0 0	611	0 0
British Colonies in } North America ..	2,555	8 0	5,537	9 0	11,277	3 0
— West Indies...	1,085	2 0	1,126	0 6	1,370	8 9
Foreign West Indies ..	2,035	5 0	1,927	3 0	3,738	14 0
United States of America	51,807	14 0	94,143	19 0	65,255	0 0
The Brazils	1,725	0 0	7,169	0 0	2,337	0 0
Foreign Colonies on } Continent of Ame- rica	1,221	8 0	2,724	1 6	2,008	0 0
Total	191,438	2 6	226,210	4 6	254,514	0 0

TOBACCO.

AN ACCOUNT of Tin exported from Great Britain in the Year ending 5th January, 1825.

	British Tin.			Foreign Tin.		
To Europe	35,457	1	13 ..	4,317	2	4
Asia	3	0	0 ..	—		
United States of America	857	0	0 ..	392	0	16
British Provinces in North America .	52	0	0 ..	—		
West Indies, British	190	1	0 ..	—		
Foreign	115	0	0 ..	—		
The Brazils	205	2	0 ..	—		
Spanish and other Colonies on Con- tinent of America	10	0	0 ..	—		
Total	36,890	0	13	4,709	2	20

TOBACCO and Snuff.

Shag, Roll, Carrot, or Short Cut, (a) Tobacco, manufactured at any of the Ports of Great Britain into which Tobacco may be lawfully imported, or within two miles thereof, from Tobacco for which the duties hereby imposed in respect thereof shall have been paid, and which shall be exported as merchandize by the manufacturer thereof from such ports to foreign parts, the lb.

Excise Drawback 0 0 6

Manufacturing for Drawback. No manufacturer of tobacco shall make, or have in his custody for exportation, or shall export on drawback, or ship, or give notice for that purpose, any cut, roll, or carrot tobacco, unless such tobacco has been wholly made from tobacco leaf having the tobacco stalks stripped therefrom, or from such leaf so stripped, and returns of tobacco leaf so stripped, and without the stalks, upon pain that the same shall be forfeited; and such manufacturer shall for every such offence forfeit £200. 1 & 2 Geo. 4. c. 109. § 12.

How Purser of Ships of War may ship Tobacco for Use of Crew. It shall be lawful for the purser of any of His Majesty's ships of war in actual service, to enter and ship at the ports of Rochester, Portsmouth, or Plymouth, in the proportions hereinafter mentioned, any tobacco there warehoused in his name, or transferred into his name, for the use of the ship in which he shall serve; provided such purser shall deliver to the collector or controller of such port a certificate from the captain of such ship, stating the name of the purser and the number of men belonging to the ship; and shall also give bond, with one sufficient surety, in treble the duties payable on the tobacco, that no part thereof shall be relanded in the United Kingdom, without leave of the officers of customs, or be landed in either of the islands of Guernsey, Jersey, Alderney, Sark, or Man. 6 Geo. 4. c. 107. § 94.

How Purser removed from one Ship to another may tranship Tobacco. If any purser be removed from one ship to another, it shall be lawful for

TOOLS.

the collector and controller of the port where such ships shall be, to permit the transshipment of the remains of any such tobacco, for the use of such other ship, upon due entry of such tobacco by such purser, setting forth the time when, and the port at which such tobacco was first shipped; and if any such ship be paid off, it shall be lawful for the collector and controller of any port where such ship shall be paid off, to permit the remains of any such tobacco to be landed, and to be entered by the purser of such ship, either for payment of duties, or to be warehoused for the term of six months, for the supply of some other such ship, in like manner as any tobacco may be warehoused and supplied at either of the ports before mentioned, or for payment of all duties within such six months; provided that all tobacco warehoused for the purpose of so supplying His Majesty's ships of war, shall be subject to the provisions of this act made for the warehousing of tobacco generally, as far as the same are applicable, and are not expressly altered by any of the provisions herein particularly made. § 95.

What Quantity of Tobacco to be allowed. No greater quantity of such tobacco shall be allowed to any ship of war than 2 lb. by the lunar month for each of the crew of such ship, nor shall any greater quantity be shipped at any one time than sufficient to serve the crew of such ship for six months after such rate of allowance; and the collector and controller of the port at or from which any such tobacco shall be supplied to any such ship, or landed from any such ship, or transferred from one such ship to another, shall transmit a particular account thereof to the commissioners of customs, in order that a general account may be kept of all the quantities supplied to and consumed on board each of such ships, under the allowances before granted. § 96.

TOOLS and UTENSILS. If any of the articles hereafter mentioned, be exported, or be water-borne to be exported, from the United Kingdom, they shall be forfeited, *viz.* any machine, engine, tool, press, paper, utensil, or instrument used in or proper for the preparing, working, pressing, or finishing of the woollen, cotton, linen, or silk manufactures of this kingdom, or any other goods wherein wool, cotton, linen, or silk is used, or any part of such machines, engines, tools, presses, paper, utensils, or instruments, or any model or plan thereof, or any part thereof; except wool cards or stock cards, not worth above 4s. per pair; and spinner's cards, not worth above 1s. 6d. per pair, used in the woollen manufactures. Blocks, plates, engines, tools or utensils, commonly used in or proper for the preparing, working up, or finishing of the calico, cotton, muslin, or linen printing manufactures, or any part of such blocks, plates, engines, tools, or utensils: rollers, either plain, grooved, or of any other form or denomination, of cast iron, wrought iron, or steel, for the rolling of iron or any sort of metals, and frames, beds, pillars, screws, pinions, and each and every implement, tool, or utensil thereunto belonging; rollers, slitters, frames, beds, pillars, and screws for slitting mills; presses of all sorts, in iron and steel, or other metals, which are used with a screw exceeding $1\frac{1}{2}$ inch in diameter, or any parts of these several articles, or any model of the before mentioned utensils, or any part thereof; all sorts of utensils, engines, or machines used in the casting or boring of cannon or any sort of artillery, or any parts thereof, or any models of tools, utensils, engines, or machines used in such casting
or

VIN

or boring, or any parts thereof; hand stamps, dog-head stamps, pulley stamps, hammers and anvils for stamps; presses of all sorts, called cutting-out presses: beds or punches to be used therewith, either in parts or pieces, or fitted together; scoring or shading engines; presses for horn buttons; dies for horn buttons; rolled metal with silver thereon; parts of buttons not fitted up into buttons, or in an unfinished state; engines for chasing, stocks for casting buckles, buttons, and rings; die-sinking tools of all sorts; engines for making button-shanks; laps of all sorts; tools for pinching of glass; engines for covering of whips; bars of metal, covered with gold or silver, and burnishing stones, commonly called blood stones, either in the rough state or finished for use; wire moulds for making paper; wheels of metal, stone, or wood, for cutting, roughing, smoothing, polishing, or engraving glass; purcellas, pincers, sheers, and pipes used in blowing glass; potter's wheels and lathes for plain, round, and engine turning; tools used by saddlërs, harness makers, and bridle makers, *viz.* candle strainers, side strainers, point strainers, creasing irons, screw creasers, wheel irons, seat irons, pricking irons, bolstering irons, clams, and head knives: frames for making wearing apparel. 6 Geo. 4. c. 107. § 99.

It appears that so early as 1657, the framework knitters applied to the then Protector Cromwell, to prohibit the exportation of frames; and it would seem, that the application was not rejected. It hung up, however, till the Restoration, soon after which King Charles II. acceded to their prayer; matters of that kind, however, were then effected by charter, and it was not till near sixty years afterwards that the exportation of machinery was prohibited by law. The stocking frame was invented in 1589, and in the 236 years which have since elapsed, the sum paid for these machines is estimated at £476,000, while the wages paid to journeymen alone for working in them has not been less than *Two Hundred and Thirty Millions*.—*Ed.*

TOW. See Stores.

TURPENTINE. See Stores.

VELVETS.

VELVERETS. } See Linen. See also Silk.

VICTUALS for the Fisheries. See NEWFOUNDLAND in this Part.

VINEGAR or Acetous Acid, not being under proof, which shall be brewed or made in Great Britain, *for sale*, or brewed or made in Ireland and imported thence into Great Britain, the gallon wine measure Excise Drawback (a) 0 0 4

By 1 & 2 Geo. 4. c. 102. § 1. the drawback of 4*d.* for every gallon wine measure of vinegar or acetous acid, not being under proof, brewed or made in Great Britain for sale, or brewed or made in Ireland and imported thence into Great Britain, and exported thence to foreign parts, shall be for every gallon wine measure of such vinegar or acetous acid which shall be exported from Great Britain to foreign parts, of the strength of proof, and so in proportion for any greater degree of strength thereof above proof, subject nevertheless to all the regulations in any other act of parliament relating to the drawback herein recited, or to the allowance of any drawback of excise on goods exported from Great Britain to foreign parts, so far as the same are applicable thereto.

Wine for Officers in the Navy. A drawback of the whole of the duties

WIRE.

of customs shall be allowed for wine intended for the consumption of officers of His Majesty's navy, on board such of His Majesty's ships in actual service as they shall serve in, not exceeding the quantities of wine, in any one year, for the use of such officers, hereinafter respectively mentioned, viz.

	Gallons.
For every Admiral	1260
Vice Admiral	1050
Rear Admiral	840
Captain of the First and Second Rate	630
Captain of the Third, Fourth, and Fifth Rate	420
Captain of an Inferior Rate	210
Lieutenant, and other Commanding Officer, and for every Marine Officer	105

Provided that such wine be shipped only at one of the ports hereinafter mentioned: that is to say, London, Rochester, Deal, Dover, Portsmouth, Plymouth, Yarmouth, Falmouth, Belfast, Dublin, Cork, Leith, or Glasgow. 6 Geo. 4. c. 107. § 91.

Entry Oath.—Custody.—Debenture. The person entering such wine, and claiming the drawback for the same, shall state in the entry, and declare upon oath on the debenture, the name of the officer for whose use such wine is intended, and of the ship in which he serves; and such wine shall be delivered into the charge of the officers of customs at the port of shipment, to be secured in the King's warehouse until the same be shipped under their care; and such officers having certified upon the debenture the receipt of the wine into their charge, the debenture shall be computed and passed, and be delivered to the person entitled to receive the same. § 92.

Officers leaving the Service.—Wine to be transferred. If any such officer leave the service, or be removed to another ship, it shall be lawful for the officers of customs, at any of the ports before mentioned, to permit the transfer of any such wine from one officer to another, as part of his proportion, whether on board the same ship or another, or the transhipment from one ship to another for the same officer, or the relanding and warehousing for future reshipment; and it shall also be lawful for the officers of customs at any port to receive back the duties for any such wine, and deliver the same for home use: provided always, that if any such wine be not laden on board the ship for which the same was intended, or be unladen from such ship without permission of the proper officer of customs, the same shall be forfeited. § 93.

MADE WINES or SWEETS, drawback the whole of the Excise duties paid. (a)

WIRE, Gold Thread, Gold Lace, or Gold Fringe, made of Plate Wire spun upon Silk, such Plate Wire being made of Gilt Wire made in Great Britain, the lb. avoirdupoise. (b)	Excise Drawback	0 15 4
— Silver Thread, Silver Lace, or Silver Fringe, made of Plate Wire, spun upon Silk, such Plate Wire being made of Silver Wire made in Great Britain, the lb. avoirdupoise. (b)	Excise Drawback	0 11 6

(a) Treasury Warrant, Feb. 28, 1824.

(b) By 7 Geo. 4. c. 53. § 6. the Drawbacks on Gilt Wire, Silver Wire, and Big Wire, are repealed.

YARN.

WOOL of Hares and of Conies, the lb. Duty 0 0 1
 ——— of Sheep or Lambs, *viz.*

.... not being of the value of 1*s.* the lb. thereof,
 the lb. Duty 0 0 0½

.... being of the value of 1*s.* the lb. or upwards,
 the lb. Duty 0 0 1

WOOLLEN Manufactures, *viz.* Woolfels, Mortlings, Short-
 lings, Yarn, Worsted, Woolflocks, Cruels,
 Coverlids, Waddings, or other manufac-
 tures, or pretended manufactures, slightly
 wrought up or put together, so as that the
 same may be reduced to and made use of as
 Wool again, Mattresses or Beds stuffed
 with combed Wool, or Wool fit for combing
 or carding, the lb. Duty 0 0 1

Woollen goods, or woollen and cotton mixed, exported to any place
 within the limits of the East India Company's Charter, are *free of Export*
Duty. 6 Geo. 4. c. 111.

YARDS. See Stores.

YARN, Spun. See Cordage.

AN ACCOUNT of the quantities of Linen Yarn Exported from the United Kingdom,
 in the Year 1825.

	<i>Cwt.</i>	<i>qr.</i>	<i>lb.</i>
Linen Yarn, British.	106	1	4
———— Foreign	8	0	0

PART III.

UNITED KINGDOM—COASTWISE.

Entry, Landing, &c.

Ships. No goods shall be carried coastwise, from one part of the United Kingdom to another, except in British ships. 6 Geo. 4. c. 109. § 8.

How Trade from one Part of the United Kingdom to another, to be deemed. All trade by sea from any one part of the United Kingdom to any other part thereof, or from one part of the Isle of Man to another thereof, shall be deemed to be a coasting trade, and all ships while employed therein shall be deemed to be coasting ships; and no part of the United Kingdom, however situated with regard to any other part thereof, shall be deemed in law, with reference to each other, to be parts beyond the seas, in any matter relating to the trade or navigation, or revenue of this realm. 6 Geo. 4. c. 107. § 100.

What deemed trading by Sea. It shall be lawful for the commissioners of His Majesty's treasury to determine and direct in what cases the trade by water from any place on the coast of the United Kingdom to another of the same, shall or shall not be deemed a trade by sea within the meaning of this act or of any act relating to the customs. § 101.

Coasting Ship confined to Coasting Voyage. No goods shall be carried in any coasting ship, except such as shall be laden to be so carried at some place in the United Kingdom, or at some place in the Isle of Man respectively; and no goods shall be laden on board any ship to be carried coastwise, until all goods brought in such ship from parts beyond the seas shall have been unladen; and if any goods shall be taken into or put out of any coasting ship at sea or over the sea; or if any coasting ship shall touch at any place over the sea, or deviate from her voyage, unless forced by unavoidable circumstances; or if the master of any coasting ship, which shall have touched at any place over the sea, shall not declare the same in writing under his hand to the collector or controller at the port in the United Kingdom, or in the Isle of Man, where such ship shall afterwards first arrive; the master of such ship shall forfeit £200. § 102.

Notice to unlade Goods, or of Arrival.—Documents, Times, and Places. No goods shall be laden on board any ship in any place in the United Kingdom,

Kingdom, or in the Isle of Man, to be carried coastwise, nor having been brought coastwise, shall be unladen in any such place from any ship, until due notice in writing, signed by the master, shall have been given to the collector or controller, by the master, owner, wharfinger, or agent of such ship, of the intention to lade goods on board the same to be so carried, or of the arrival of such ship with goods so brought, as the case may be; nor until proper documents shall have been granted, as hereinafter directed, for the lading or for the unlading of such goods; and such goods shall not be laden or unladen, except at such times and places, and in such manner, and by such persons, and under the care of such officers, as is and are hereinafter directed; and all goods laden to be so carried or brought to be so unladen, contrary hereto, shall be forfeited. § 103.

Particulars in Notice.—Entry in Book.—Delivery of Notice.—Certificate. In such notice shall be stated the name and tonnage of the ship, and the name of the port to which she belongs, and the name of the master, and the name of the port to which she is bound or from which she has arrived, and the name or description of the wharf or place at which her lading is to be taken in or discharged, as the case may be; and such notice shall be signed by the master, owner, wharfinger, or agent of such ship, and shall be entered in a book to be kept by the collector for the information of all parties interested; and every such notice for the unlading of any ship shall be delivered within twenty-four hours after the arrival of such ship, under a penalty of £20, to be paid by the master of such vessel; and in every such notice for the lading of any vessel shall be stated the last voyage on which such vessel shall have arrived at such port; and if such voyage shall have been from parts beyond the seas, there shall be produced with such notice, a certificate from the proper officer of the discharge of all goods, if any, brought in such ship, and of the due clearance of such ship inwards of such voyage. § 104.

Ireland. Upon the arrival of any coasting ship at any port in Great Britain from Ireland, or at any port in Ireland from Great Britain, the master of such ship shall, within twenty-four hours after such arrival, attend and deliver such notice, signed by him, to the collector or controller; and if such ship shall have on board any goods subject on arrival to any duty of excise, or any goods which had been imported from parts beyond the seas, the particulars of such goods, with the marks and numbers of the packages containing the same, shall be set forth in such notice; and if there be no such goods on board, then it shall be declared in such notice that no such goods are on board; and the master shall also answer on oath any questions relating to the voyage, as shall be demanded of him by the collector or controller; and every master who shall fail in due time to deliver such notice and truly to answer such questions, shall forfeit £100. § 105.

General Sufferance.—Bond. When due notice shall have been given to the collector or controller at the port of lading, of the intention to lade goods on board any coasting ship, such collector or controller shall grant a general sufferance for the lading of goods (without specifying the same) on board such ship, at the wharf or place which shall be expressed in such sufferance; and such sufferance shall be a sufficient authority for the lading of any sort of goods, except such, if any, as shall be expressly

expressly excepted therein: provided always, that before any sufferance be granted for any goods prohibited to be exported, or subject to any export duty, other than any *ad valorem* duty, the master or owner of any such ship, or the shipper of such goods, shall give bond, with one sufficient surety, in treble the value of the goods, that the same shall be landed at the port for which such sufferance is required, or shall be otherwise accounted for to the satisfaction of the commissioners of customs. § 106.

Cargo Book. The master of every coasting ship shall keep or cause to be kept a cargo book of the same, stating the name of the ship, and of the master, and of the port to which she belongs, and of the port to which bound on each voyage, and in which book shall be entered, at the port of lading, an account of all goods taken on board such ship, stating the descriptions of the packages, and the quantities and descriptions of the goods therein, and the quantities and descriptions of any goods stowed loose, and the names of the respective shippers and consignees, as far as any of such particulars shall be known to him; and in which book at the port of discharge shall be noted the respective days upon which any of such goods be delivered out of such ship, and also the respective times of departure from the port of lading, and of arrival at any port of unlading; and such master shall produce such book for the inspection of the coast-waiter, or other proper officer, so often as the same shall be demanded, and who shall be at liberty to make any note or remark therein; and if such master shall fail correctly to keep such book, or to produce the same; or if at any time there be found on board such ship any goods not entered in the cargo book as laden, or any goods noted as delivered; or if at any time it be found that any goods entered as laden, or any goods not noted as delivered, be not on board, the master of such ship shall forfeit £50; and if, upon examination at the port of lading, any package entered in the cargo book as containing any foreign goods, be found not to contain such goods, such package, with its contents, shall be forfeited; and if at the port of discharge any package shall be found to contain any foreign goods which are not entered in such book, such goods shall be forfeited. § 107.

Accounts of Foreign Goods, and of Goods subject to Coast Duty or Export Duty.—Clearances. Before any coasting ship shall depart from the port of lading, an account, together with a duplicate and triplicate of the same, all fairly written and signed by the master, shall be delivered to the collector or controller, and in such account shall be set forth such particulars as are required to be entered in the cargo book, of all foreign goods, and of all goods subject to coast duty, and of all goods subject to export duty (other than any *ad valorem* duty), and of all corn, grain, meal, flour, or malt laden on board; and generally whether any other British goods, or no other British goods be laden on board, as the case may be; or whether such ship be wholly laden with British goods, not being of any of the descriptions before mentioned, as the case may be; and the collector or controller shall select and retain two of such accounts, and shall return the third, dated and signed by him, and noting the clearance of the ship thereon, and such account shall be the *clearance* of the ship for the voyage, and the transire for the goods expressed therein; and the collector and controller shall transmit one of such accounts to the collector and controller of the port of destination; and if any such account

account be false, or shall not correspond with the cargo book, the master shall forfeit £50. § 108.

Transire.—Bill of Entry.—Order for Lading. Before any goods be unladen from any coasting ship at the port of discharge, the master, owner, wharfinger, or agent of such ship shall deliver the transire to the collector or controller of such port, who shall thereupon grant an order for the unloading of such ship at the wharf or place specified in such order: provided, that if any of the goods on board such ship be subject to any duty of customs or excise payable on arrival coastwise at such port, the master, owner, wharfinger, or agent of such ship, or the consignee of such goods, shall also deliver to the collector or controller a bill of the entry of the particulars of such goods, expressed in words at length, together with a copy thereof, in which all sums and numbers may be expressed in figures, and shall pay down all duties of customs, or produce a permit in respect of all duties of excise, which shall be payable on any of such goods, as the case may be, and thereupon the collector and controller shall grant an order for the landing of such goods, in the presence or by the authority of the coast-waiter. § 109.

How Collectors may grant General Transires, and revoke the same. It shall be lawful for the collector and controller, in the cases hereinafter mentioned, to grant for any coasting ship a general transire, to continue in force for any time not exceeding one year from the date thereof, for the lading of any goods (except such goods, if any, as shall be expressly excepted therein), and for the clearance of the ship in which the goods shall be laden, and for the unloading of the goods at the place of discharge, viz.

For any ship regularly trading between places in the river Severn eastward of the Holmes:

For any ship regularly trading between places in the river Humber:

For any ship regularly trading between places in the Firth of Forth:

For any ship regularly trading between places to be named in the transire, and carrying only manure, lime, chalk, stone, gravel, or any earth, not being fuller's earth:

Provided, that such transire shall be written in the cargo book hereinbefore required to be kept by the masters of coasting ships: provided also, that if the collector and controller shall at any time revoke such transire, and notice thereof be given to the master or owner of the ship, or shall be given to any of the crew when on board the ship, or shall be entered in the cargo book by any officer of the customs, such transire shall become void, and shall be delivered up by the master or owner to the collector or controller. § 110.

Appointment of Coal-Meters. It shall be lawful for the commissioners of customs to appoint proper persons to be coal-meters in the service of customs, for any port in the United Kingdom; and such meters shall measure or weigh all coals, culm, or cinders brought coastwise into such port, and shall give to the collector or controller a certificate under his hand of the total quantities of each unladen from such ship; and if any such meter shall give a false certificate, he shall forfeit £100; and if any coals, culm, or cinders be landed without the presence or permission of a proper meter, the same shall be forfeited, together with all duties which may have been paid thereon: provided always, that nothing herein shall extend to repeal or in any way alter or affect any right of appointment

ment of any meters possessed under any law or charter by any corporate body, on 5th January 1826. § 111.

How Officers may board Ships and examine them. It shall be lawful in any case and at all legal times, for the coast-waiter, and also for the landing-waiter, and for the searcher, and for any other proper officer of customs, to go on board any coasting ship in any place in the United Kingdom or in the Isle of Man, or at any period of her voyage, and strictly to search such ships, and to examine all goods on board, and all goods being laden or unladen, and to demand all documents which ought to be on board such ship. § 112.

Times and Places for Landing and Shipping, and Presence of Officer. No goods shall be unshipped from any ship arriving coastwise in the United Kingdom or in the Isle of Man, and no goods shall be shipped, or water-borne to be shipped, in the United Kingdom or in the Isle of Man to be carried coastwise, but only on days not being Sundays or holidays, and in the daytime, that is to say, from the 1st day of September until the last day of March betwixt sun-rising and sun-setting, and from the last day of March until the 1st day of September between the hours of seven of the clock in the morning and four of the clock in the afternoon; nor shall any such goods be so unshipped, shipped, or waterborne, unless in the presence or with the authority of the proper officer of customs, nor unless at places which shall be appointed or approved by the proper officer of customs. § 113.

Goods Prohibited. Whenever any goods, which may be prohibited to be exported by proclamation, or by order in council, under the authority of this act, shall be so prohibited, it shall be lawful in such proclamation or order in council to prohibit or restrain the carrying of such goods coastwise; and if any spirits or any such goods be carried coastwise, or be shipped or waterborne to be carried coastwise, contrary hereto, or to any such prohibition or restraint, the same shall be forfeited. § 114.

Dues of the City of London. For the purpose of enabling the mayor and commonalty and citizens of the city of London, and their successors, to ascertain and collect the amount of the dues payable to them upon the several articles herein-after mentioned, imported coastwise into the port of London, it is enacted, that if all or any of the goods of the description herein-after mentioned, *viz.* firkins of butter, tons of cheese, fish, eggs, salt, fruit, roots eatable, and onions, brought coastwise into the port of the said city, and which are liable to the said dues, be landed or unshipped at or in the said port, before a proper certificate of the payment of the said dues shall have been obtained, such goods shall be forfeited, and may be seized by an officer of His Majesty's customs empowered to seize any goods landed without due entry thereof. 7 & 8 Geo. 4. c. 56. § 15.

PASSENGERS.

Vessels for Conveyance of Passengers to be Licensed. It shall not be lawful for the master or commander of any vessel employed in the conveyance of passengers between Great Britain and Ireland, being of any burthen less than two hundred tons, to have or take on board, or to carry any greater number of persons than twenty as passengers from any port in Great Britain to any port in Ireland, or from any port in Ireland to any port in Great Britain, unless a licence for the conveyance of passengers shall have been previously granted to the owners, or master, or commander of such vessel, under the hand of the collector, controller, or other chief officer of customs at the port from which such vessel shall sail from Great Britain to Ireland, and from Ireland to Great Britain respectively; and it shall be lawful for every such collector, controller, or other chief officer, to grant and sign such licence without fee or reward, in such form and under such regulations as shall be directed by the commissioners of customs: provided always, that no such licence shall be granted by such collector, controller, or other chief officer, except upon such certificate as shall be required by the commissioners of customs, that such vessel is sea-worthy and properly found in all respects; and every such licence shall remain in force for one year from the date thereof, and no longer.

4. Geo. 4. c. 88. § 1.

Proportion of Passengers to Tonnage of Vessels. It shall not be lawful for any master of any vessel so licensed for the conveyance of passengers, which shall clear out from any place in the United Kingdom of Great Britain and Ireland, to have on board at or after being cleared out at any one time, or to convey from any place in Great Britain or Ireland respectively, in any such vessel, a greater number of persons (exclusive of the ordinary crew of such vessel) than in the proportion of five adult persons, or of ten children under fourteen years of age, or of fifteen children under seven years of age, for every four tons of the burthen of such vessel; and every such vessel shall be deemed to be of such tonnage or burthen as is or may be described in the certificate of the registry of each such vessel, granted in pursuance of the several acts in force in Great Britain and Ireland respectively, relating to such certificates; (a) and if any such vessel be partly laden with goods, or horses, or carriages, then it shall not be lawful for the master of such vessel to receive on board a greater number of persons (exclusive of the ordinary crew) than in the proportion of five adult persons, or of ten children under fourteen years of age, or of fifteen children under seven years of age, for every four tons of that part of such vessel which shall remain unladen; and such goods with which such vessel may be partly laden shall, at the sight and under the direction of the collector or controller or other officer of customs, at the place where such goods shall be taken on board, be stowed and disposed of in such a manner as to leave good, sufficient, and wholesome accommodation for the proportion of persons hereby allowed in such case to be received on board. § 2.

Taking Passengers without Licence.—Taking more Passengers than allowed. If any master of any such vessel shall take on board any passenger, or if the owners of any such vessel shall engage to take on board any passengers beyond the number of twenty as aforesaid, without such licence being previously obtained, as by this act is required, every such master, or other person, or owner, shall for every offence forfeit £50; and if any master of any such vessel shall take on board, or if such master or other person, or the owners of any such vessel, shall engage to take on board a greater number of persons than in the proportion allowed by this act, such master or other person shall forfeit £5 for each such person exceeding in number the proportion hereinbefore limited; and every such vessel so having on board, or conveying any greater number than twenty persons without such licence first obtained, shall and may be seized and detained by the officer of customs, until such penalty of £50 be paid. § 3.

What Number of Passengers Trading or Coasting Vessels to take. It shall not in any case be lawful for any master of any trading or coasting vessel, not being wholly employed in the conveyance of passengers, and not licensed to carry any passengers pursuant to this act, whether such vessel be laden in part or in the whole with goods, not being the baggage of, or belonging to, any passengers in such vessel, or be employed in the conveyance of cattle or pigs, or be in ballast, and which shall sail from any place in Great Britain to any place in Ireland, or from any place in Ireland to any place in Great Britain, to have or take on board a greater number of persons than ten (exclusive of the ordinary crew of such ves-

(a) As to certificates of registry, see Part 5.

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sel,) if such vessel be of the burthen of one hundred tons or under, nor a greater number of persons than twenty, (exclusive of the ordinary crew,) if such vessel shall be of a burthen greater than one hundred tons, and not exceeding the burthen of two hundred tons; and if more persons be found or taken on board any such vessel than in the proportion herein allowed, every such master shall forfeit £5 for every person so taken on board beyond such proportion. § 4.

Where Abstract of Act to be hung up. An abstract of this act shall be prepared under the direction of the commissioners of customs, and a printed copy of such abstract shall be hung up in the custom house of every port of the United Kingdom, and a printed copy of such abstract, and also a copy of the licence granted to the captain or owners of such vessel, and a notice or statement of the number of persons allowed to be conveyed in such vessel, shall be hung up and affixed in some conspicuous place on the deck and in the cabin of every vessel carrying passengers under the regulations of this act; and the master of such vessel shall cause the said copies to be kept and renewed, so that the same may be at all times accessible to every person on board such vessel, upon pain that every such master shall for every such offence forfeit £10. § 5.

Exemptions. Nothing in this act contained shall extend to vessels in the service of His Majesty, or of His Majesty's postmaster-general, or of the commissioners of customs and excise, or of the East India Company; nor to any vessel of the burthen of two hundred tons or upwards; nor to any vessel employed in carrying troops. § 6.

Penalties may be recovered before one justice of the peace. Half to the prosecutor, and half to the King. § 7.

Convictions. Persons aggrieved may appeal to quarter sessions. § 8.

Proceedings not to be quashed for want of form. § 9.

Limitation of Actions. Any action or suit in pursuance of this act, shall be commenced within three calendar months next after the fact committed, and not afterwards. § 10.

DUTIES AND DRAWBACKS.

[See Ireland in Part 6.]

BEER or MUM brought into Great Britain directly from Ireland, the barrel of 36 gallons, Imperial standard gallon measure Excise Duty 0 9 0
[6 Geo. 4. c. 58.]

—— brewed or made in Great Britain, for which the duty on Strong Beer shall be paid, and which shall be duly removed from Great Britain to Ireland, the barrel of 36 gallons, Imperial standard gallon measure [6 Geo. 4. c. 58.]..... Excise Drawback 0 9 0

COALS, CULM, and CINDERS, except Charcoal made of Wood, viz. Coals, except Small Coals otherwise charged with Duty, viz.

—— brought coastwise from any place in the United Kingdom into any port in ENGLAND. (a)

(a) WALES. By 7 Geo. 4. c. 48. § 34. in lieu of any duty on coals, except small coals hereinbefore mentioned, brought coastwise into any port in Wales, there shall be paid upon all coals, except small coals as aforesaid, whether usually sold by weight or by measure, when brought coastwise from any port in the United Kingdom into any port in Wales, a duty of one shilling and eight-pence for every ton weight of such coals.

COALS, *continued.*

COALS.

..... in case they be such as are most usually sold by weight, the ton	Duty	0	4	0
	Drawback	0	3	8
..... in case they be such as are most usually sold by measure, the chaldron, Imperial measure	Duty	0	6	0
	Drawback	0	5	6
— brought coastwise from any port of the United Kingdom into any port in Ireland, the ton	Duty	0	1	7½
..... and further, if brought into the harbour of Dublin, the ton	Duty	0	0	11
Culm, to be used for burning lime, sent from any place within the limits of the port of Milford in the county of Pembroke, to any other place within the counties of Pembroke, Carmarthen, Cardigan, or Merioneth, the chaldron, Imperial measure	Duty	0	0	6
— not having been so sent or charged with duty, brought coastwise from any port in the United Kingdom into any port in England, the chaldron, Imperial measure	Duty	0	0	6
	Drawback	0	0	6
Cinders, made of Pit Coal, brought coastwise from any port in the United Kingdom into any port in England or Wales, the chaldron, Imperial measure	Duty	0	6	0
Coals, Culm, and Cinders, <i>viz.</i>				
— brought by the Grand Junction or Paddington canals, nearer to London than the stone or post at or near the north-east point in Grove Park in the county of Hertford, or brought down the river Thames nearer to London than the City's Stone placed on the west side of Staines Bridge, in the county of Middlesex, the ton	Duty	0	1	0
— and a further duty of 1s. 3d. the ton payable to the proper officer of customs, in lieu of the duty called <i>Orphan's duty</i> , and of all other rates, dues, and duties payable to the corporation of London upon Coal, Culm, and Cinders imported into the port of London, to be paid over to the said corporation at the end of every quarter.				
Coals shipped to be carried coastwise from the port of Newcastle-upon-Tyne to any other port in the United Kingdom, the chaldron, Imperial measure ..	Duty	0	0	6
— Small Coals which have been screened through a screen or riddle, the bars of which not being in any part thereof more than three-eighths of an inch asunder, or such Coals mixed with Ashes, shipped to be sent coastwise from the ports of Newcastle or Sunderland to any port in England or Wales, the chaldron, Imperial measure	Duty	0	1	0
.... not subject to the duty imposed upon Coals brought coastwise.				

The said duty of one shilling shall also be imposed upon the like sorts of small coals, when shipped to be so sent from the ports of Liverpool, Bristol,

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Bristol, Bridgewater, Gloucester, Chepstow, Cardiff, Newport, Swansea, Llanelly, Cardigan, Aberystwith, Whitehaven, Lancaster, Preston, Beaumaris, Milford, or Stockton, in like manner as when shipped to be sent from either of the said ports of Newcastle or Sunderland; and such coals shall also be *Free of Duty* when brought to any port in England or Wales, in like manner as if so brought from either of the said ports of Newcastle or Sunderland. 7 Geo. 4. c. 48. § 33.

— and Culm carried from Ellenfoot to Bank End, in the county of Cumberland, or from any other creek or place between Ellenfoot and Bank End aforesaid, provided bond be entered into, with a general condition for the due landing of such coals within the said limits;—Coals and Culm carried on the Monmouthshire canal, or on any of the railways or tram roads connected therewith, and afterwards carried from any port or place to the eastward of the islands called The Holmes, to any other port or place in or upon the river Severn; also to the Eastward of The Holmes, without passing to the westward of the said islands, except in going to the port of Bridgewater, and without touching at any place to the westward of the said islands;—Coals, Culm, and Cinders, carried from any part of the Lancaster canal, or any of the branches thereof, or from any port or place within the hundred of Lonsdale, in the county of Lancaster, into the Ulverstone canal, across or along the bay or estuary separating the two canals;—Coals, Culm, Cinders, or Coked Coals, burnt from Pit Coal on which the proper duties shall have been paid, being again brought coastwise from any port or place in Great Britain to any other port or place in England or Wales Duty *Free.*

Coal or culm owners to deliver two certificates to collector, previously to clearance. 6 Geo. 4. c. 107. § 120. [See this more fully in p. 261.]

What Duties and Regulations Small Coals liable to. Nothing in this act nor in any other act passed in the present session of parliament shall extend to repeal or in any way affect 56 Geo. 3. c. 127. [p. 261]; and all small coals which have been screened through a screen or riddle, the bars of which not being in any part thereof more than three-eighths of an inch asunder, which may be shipped to be sent coastwise from the port of Newcastle or Sunderland to any port in England or Wales on payment of 1s. the chaldron, shall be liable to the same regulations, and subject to the same penalties and forfeitures, as are provided by the said act in respect of coals exported, as far as the same are applicable; provided always, that no ship shall be cleared from either of the ports aforesaid as being laden with any small coals of the above description, which shall have on board any coals of larger dimensions than before described, or any culm or cinders; and if any coals of such dimensions be found on board any ship in any port of England or Wales, although such ship shall have been cleared from either of the ports with such small coals as aforesaid, the whole of the coals laden on board such ship shall be charged with the duty imposed on coals brought coastwise. 6 Geo. 4. c. 111. § 16.

Orphan's Fund. So much of 5 & 6 William & Mary, and the act which makes *Screened Coals* (whether alone or mixed with cinders or

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ashes) for which the reduced duty is by this act made payable, subject to the payment of the duty of 6*d.* for every chaldron or ton of coal or culm imported into the port of London, is hereby *repealed*: provided nevertheless, that such screened coals, alone or intermixed, shall be liable to the imposition or metage of 4*d.* for every chaldron or ton, and to all other duties and charges payable in respect of coals or culm imported into the port of London, and to all the charges, duties, and payments, and regulations, touching the vend and delivery thereof in the port of London, imposed and directed by an act of parliament passed in 47 Geo. 3. c. 68. (a) § 28.

Dealers selling Screened Coals under other Denominations. All screened coals shall be sold under the name or denomination of *Small Screened Coals*, with or without the addition of the sort of coals of which they respectively shall be, at the option of the owner thereof; and if any vender or dealer shall sell any of the screened coals, either alone or intermixed with cinders, under any other denomination than the sort of coals of which they respectively shall be as aforesaid, or if any vender of, or dealer in coals, shall knowingly sell screened coals of any sort for another sort of coals which they really are not, within England or Wales, every such vender of or dealer in coals, shall forfeit for every such offence £20 the chaldron for every chaldron so sold, not exceeding twenty-five chaldrons for the same offence. § 29.

Drawback on Coals used in Mines. For all coals which shall be consumed in fire, or steam-engines used for draining water or drawing ores, dead stuff, or rubbish, or for stamping or pulverizing ores, or for any other purposes, in mines of copper, tin, or lead in the counties of Devon or Cornwall, (b) or in the isle of Anglesea, or in Ireland, and for all coals used in roasting, calcining, smelting, or refining any copper, tin, lead, or any of their ores in the works of any such mines, and for which all duties of customs coastwise shall have been paid, a drawback of all such duties shall be allowed and paid; and for all coals used for any purpose relating to the carrying on of the works for the manufacturing of tin plates at Penngyored in the county of Pembroke, called The Penngyored Works, and for which the duties of customs shall have been paid, there shall be allowed and paid a drawback of all such duties not exceeding £1,000 in any one year; provided proof be made upon oath by some one of the proprietors or adventurers in any such mine or works, or by some managing agent of the same, before the collector or controller of customs of the port at which the duties on such coals shall have been paid, that he verily believes that all duties on such coals have been actually paid, and that such coals were *bona fide* consumed in such mine or works (naming the same), or some of the purposes (describing the same), in respect of which the drawback hereby allowed on such coals is claimed. 6 Geo. 4. c. 113. § 11.

GLASS. *Certificate of Payment of Duty.* Every person shipping or being about to ship in Ireland any flint glass for exportation on drawback, or for the removal thereof to Great Britain, shall give notice thereof to the nearest collector or officer of excise, and such collector and officer

(a) Local act respecting London.

(b) By 7 Geo. 4. c. 48. § 39. the drawback of the duties upon coals, allowed by the said act upon all coals used in works of the mines of tin, lead, or copper, in the counties of Devon and Cornwall, in roasting, calcining, smelting, or refining the said metals, or any of them, being the produce of such mines, shall be allowed in like manner upon coals so used in any works in those counties, although the same be not the works of such mines.

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respectively are hereby authorized thereupon to attend and to cause all such flint glass to be weighed, and if such flint glass has not been made in Ireland, and charged with duty under the provisions of this act, to charge the same with duty after the rate of 6*d.* British currency for every pound weight thereof; and every collector and officer of excise upon attending upon such notice, and so taking an account thereof, is hereby authorized, before any such flint glass shall be shipped in Ireland for exportation on drawback, or for removal to Great Britain, upon payment thereon of the duty aforesaid to such collector, or if such glass shall have been made and charged with duty under the provisions of this act, to grant a certificate of the payment of such duty, or that it is duly secured to be paid, to accompany such glass upon such removal; and if any person shall export upon drawback, or shall remove from Ireland, or bring into Great Britain from Ireland, any flint glass, without such duty thereon being paid or secured as aforesaid, or when removed into Great Britain unaccompanied with such certificate, containing such particulars as aforesaid, or if any person shall forge or counterfeit any such certificate, or shall make use of or deliver any false certificate, as the collector's certificate of such duty being paid or secured to be paid on such glass, all such glass shall be forfeited, and may be seized by any officer of excise; and the person so offending shall forfeit £500. 6 Geo. 4. c. 117. § 28.

MALT made in any part of Great Britain and Ireland from barley or any other corn or grain (except malt made for home consumption in Scotland from bear or bigg only) or which shall be brought from Scotland into England, without a certificate from the proper officer that it hath paid the full duty imposed thereon, the 100 gallons, Imperial standard gallon measure. [6 Geo. 4. c. 58]. . . . *Excise Duty* £ s d 1 13 4

MALT which shall be made from bear or bigg only in Scotland, for consumption in Scotland, the 100 gallons, Imperial standard measure. . . . *Excise Duty* 1 5 0 [6 Geo. 4. c. 58.]

SLATES, brought coastwise from one port to another port in Great Britain, viz.
——— delivered by *tale*, viz.

.... Doubles, not exceeding 13 inches in length, or 7 inches in breadth, the 1,000. . . . Duty	0	6	0
.... Ladies, exceeding 13 inches in length, and 7 inches in breadth, and not exceeding 16 inches in length, and 8 inches in breadth, the 1,000. Duty	0	13	0
.... Countesses, exceeding 16 inches in length, and 8 inches in breadth, and not exceeding 20 inches in length and 10 inches in breadth, the 1,000. Duty	1	2	6
.... Duchesses, exceeding 20 inches in length and 10 inches in breadth, and not exceeding 24 inches in length and 12 inches in breadth, the 1,000. Duty	1	15	6

——— delivered by *weight*, viz.
.... Queen or Size Rag Slates, the ton. . . . Duty 0 13 0
.... Imperial or Milled slates, the ton. . . . Duty 0 15 6
.... Slab Slates, the ton. Duty 0 13 0
x 2 * SLATES

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£ s d

SLATES <i>continued</i> Block Slates, the ton	Duty	0	14	6
..... Westmorland Rag Slates, the ton	Duty	0	14	6
..... Slate or Slates not otherwise enumerated or described, the £100 value	Duty	25	0	0

———— the produce of Scotland, brought Coastwise from one Port to another Port in Great Britain, the 1,000 Duty 0 7 6

———— Or, and at the option of the importer, the duties payable under the Act 6 Geo. 4. c. 3. (a)

———— in slabs or blocks, not fit to be converted into Slates. [7 and 8 Geo. 4. c. 56.] .. Duty Free.

SPIRITS which shall have been or shall be made and extracted in Scotland or Ireland, and warehoused there without payment of duty, and which shall be taken out of warehouse there, for the purpose of being brought or imported into England for consumption, to be paid by the distiller or proprietor thereof, at the time of the delivery of such Spirits from the warehouse in Scotland or Ireland, for the purpose of being brought or imported into England, the 100 gallons, Imperial standard gallon measure. Excise Duty 35 0 0

———— sweetened or compounded Spirits imported into England from Scotland or Ireland, or into Scotland or Ireland from England, at the highest degree of strength at which spirits can be made, the 100 gallons, Imperial standard gallon measure. [6 Geo. 4. c. 80.] Excise Duty 35 0 0

In what quantity Spirits may be sent out.—Permit. No spirits shall be sent out of the distillery or stock of any distiller, at any other strength than 25 per cent. or 11 per cent. above, or 10 per cent. below hydrometer proof, or in any less quantity than in a cask containing 80 gallons, nor without a lawful permit, expressing the true quantity and strength of such spirits, on pain of forfeiting such spirits, and every cask and vessel containing the same, which may be seized by any officer of excise, and such distiller shall, for every such offence, forfeit £200. 6 Geo. 4. c. 80. § 81.

How Spirits may be warehoused without Payment of Duty, for Exportation, or for Removal to Scotland or Ireland.—Strength of Spirits.—Casks to be marked.—Warehouse to be duly fitted up and approved.—Altering Warehouses.—Providing Locks.—Clandestinely removing Spirits. It shall be lawful for every distiller in England to warehouse, for exportation only, or for removal to Scotland or Ireland, any spirits distilled in the distillery of such distiller, without payment of the duty of excise thereon, according to the provisions of this act, and subject to such further regulations as the commissioners of excise shall from time to time direct, every such warehouse to be provided and duly entered by such distiller, and to be ceiled and constructed and secured in such manner as shall be approved of by the commissioners of excise or supervisor of the district; and every such warehouse shall have only one door, which door shall open into a public street or road, and have three locks, one of which shall be provided by such distiller, and the key of it kept by such distiller, and the other two of such locks shall be provided by the commissioners of excise, at the expense of such distiller, the key of one of such locks being kept by the

(a) This is an error in the act; there is no duty on slates mentioned in 6 Geo. 4. c. 3. supervisor

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supervisor of the district, or other officer directed by the commissioners of excise, and the key of the other of such two locks being kept by the surveying officer of such warehouse: provided that it shall be lawful so to warehouse any spirits of any strength other than the respective strengths of 25 per cent. above proof, or 11 per cent. above proof, as denoted by the hydrometer called Sykes's hydrometer; and all such spirits shall be contained in iron-bound casks of not less than 80 gallons content each; and there shall be marked on each end of every cask, in letters or figures legibly cut, branded or painted thereon, the mark or number of every such cask, the full content thereof in gallons, and the number of gallons, and strength of the spirits contained therein, every such cask being full at the time of the sending of such spirits out of the distillery, for the removal thereof to such warehouse; and if any distiller warehousing spirits as aforesaid, shall neglect or refuse to provide and keep any such warehouse well and sufficiently constructed and secured as aforesaid, or to provide and keep such locks and keys, or to pay the supervisor for such two locks and keys for securing such spirits as aforesaid, or to enter such warehouse for that purpose at the proper office of excise, or shall make use of any warehouse or other place for keeping spirits without being constructed and well and sufficiently secured as aforesaid, or before the same shall have been first duly entered and approved of, according to the directions of this act; or shall remove any spirits to be so warehoused, except in such full iron-bound casks, marked and numbered, and having cut, branded, or painted thereon such particulars as aforesaid, or shall put into or keep in such warehouse any other liquors or other spirits other than as provided by this act; or if any such distiller or any other person whatsoever, by his or her order, privity, connivance or direction, after any such spirits shall have been removed to and secured in any warehouse for keeping such spirits for exportation, shall open any of the locks or doors in the absence of the proper surveyor and officer of excise; or shall make or obtain any way or kind of entrance, or access, into any such warehouse, or shall remove any part whatever of the partition between any warehouse for keeping spirits, and any other place whatsoever next thereunto adjoining; or shall, after any such warehouse shall have been so approved, make any addition to or in any way alter the same without notice first given to the proper supervisor of excise, of such intended addition to or alteration in such warehouse, and his consent in writing first had for the same; or shall remove any of the spirits from any locked warehouse to any other warehouse, or to be put on shipboard and exported or otherwise removed, except as provided by this act; or shall by any art, contrivance, or device whatsoever, privately remove away, or conceal, any of the spirits, either before the same are put into the warehouse, or afterwards, then such distiller and other person for every such offence shall forfeit £500; and all such spirits deposited, removed or concealed contrary to the provision of this act, shall be forfeited, and may be seized by any officer of excise. § 82.

Notice to Warehouse Spirits.—Permit. As often as any such distiller shall intend to warehouse spirits for exportation or removal as aforesaid, he shall give two days' notice in writing to the officers of excise surveying the distillery of such distiller, and also to the proper officer of excise surveying such warehouse, of such his intention; in which notice shall be set forth the mark, number, and full content in gallons of each cask, and the

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the number of gallons and strength of spirits contained therein, which such distiller intends to warehouse, and the day and hour of the day on which such distiller intends to commence the removal of such spirits out of the stock of such distiller to such warehouse: provided that no such removal of any spirits shall be allowed without a permit being first granted to accompany the same according to law; and no such removal shall take place except upon the day mentioned in such notice as aforesaid, nor upon any excise office holiday; nor shall such removal be commenced at any time of the day before the hour of nine in the forenoon, or continued after the hour of two in the afternoon. § 83.

Officers to attend Removal and take Stock. The officer of excise to whom any such notice shall have been given, shall attend at the spirit stock of every such distiller at the time mentioned as aforesaid in such notice, and such officer shall ascertain the quantities and strengths of all such spirits, as shall be in the possession or stock of such distiller, in such manner as shall be directed by the commissioners of excise, and of the spirits proposed or intended to be sent out of such stock, and shall compare the marks and numbers, and the several particulars cut, branded, or painted, as aforesaid, on the several casks in which such spirits shall be contained, with the marks and numbers and particulars described in the notice for the warehousing of such spirits; and every such officer shall or may continue in the place where such stock is kept, until the whole of the spirits of which such notice shall be given, shall be removed out of the stock of such distiller, under permit as aforesaid; and immediately after the removal of such spirits, such officer shall take stock on such distiller, in such manner as shall be directed by the commissioners of excise, and set forth in the stock book the alteration in such stock found after the removal of such spirits. § 84.

Officer to take Account, and give Receipts for Spirits warehoused, and take Samples. Immediately on the arrival of such spirits under permit at the warehouse, the proper officer surveying such warehouse shall take an account of the contents of every cask, by gauge, or weight and temperature, as he may think fit, or as may be ordered by the commissioners of excise, and the strength of the spirits contained therein, and shall enter an account thereof, with the mark and number of each such cask, in a book to be by him kept for that purpose, and shall also take a sample of half a pint of such spirits, drawn from every such cask, and keep the same labelled, with all such particulars, until three months after the whole of such spirits shall be delivered from such warehouse for exportation shall be exported, and shall then deliver the same to such distiller; and such officer shall, after taking such account, deliver to the distiller or person requiring the same, for the use of such distiller, a certificate specifying the mark and number of each of the casks, with the several particulars so found by him, with the day of the month and year, when such spirits were warehoused as aforesaid. § 85.

Receipt to be delivered to Officer, and Credit taken. Such certificate shall be forthwith delivered over by every such distiller to the officer surveying the distillery of such distiller, and upon the delivery of such certificate, it shall be lawful for such officer to deduct from the number of gallons of proof spirits for which such distiller shall then be charged or chargeable with duty for the next ensuing payment, the number of gallons computed at proof so warehoused, and to return the charge of duty so payable against

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against the distiller to the commissioners or collector of excise, for the remaining number of gallons, which shall be a charge against such distiller accordingly; and every such officer shall annex to such return such certificate, as his voucher for having made such deduction as aforesaid. § 86.

Viewing Spirits, examining Casks, &c. It shall be lawful for the distiller or proprietor of any such spirits so lodged in any warehouse, in the presence of the proper officer, who is hereby required when requested to attend at all reasonable times for that purpose (but not oftener than once in 24 hours), to view, examine, and show for sale such spirits, or any part thereof, and to examine the state of the casks, and to prevent leakage or drainage therefrom. § 87.

How ullage Casks may be filled up. It shall be lawful for any distiller or other proprietor of spirits warehoused as aforesaid, to cause any cask of spirits belonging to such distiller or proprietor, and which he shall require to be delivered out for exportation or removal, pursuant to this act, to be filled up if necessary (in the presence of the surveying officer, or such other person as the commissioners of excise shall appoint) from any other cask of spirits, belonging to such distiller or proprietor, and which shall then be in such warehouse; and in case any part of the contents of any such cask shall remain after the filling up of any other cask, the cask, part of whose contents shall have been so used in filling, shall be kept apart for the like purpose, or if reduced below 20 gallons, shall be delivered into the dealer's stock of any such distiller, on his or her payment of duty on such residue. § 88.

Deficiency. In case the quantity of any spirits computed at proof, which shall have been or shall be lodged in any warehouse as aforesaid, shall at any time or by any means fall short or be deficient of the actual quantity so computed, which was so warehoused, after allowing for so much of such spirits so computed, as shall have been duly exported or removed, the distiller or proprietor of such spirits shall be subject to pay the full duties for home consumption upon such spirits for the quantity so found deficient, and shall pay the same upon demand, before any other of the spirits so warehoused then remaining shall be permitted to be taken out of such warehouse; and all such spirits so remaining shall be subject to the duties on the quantity so deficient, and shall be sold by the commissioners of excise, for exportation, for payment of the same and of other charges, paying over the surplus, if any, to the person who warehoused such spirits, or his assigns. § 89.

How warehoused Spirits may be removed from one Warehouse to another for Exportation. Spirits so warehoused may be removed at the desire of the distiller or proprietor thereof, and at his sole risk, as well of the value thereof as of the duties thereon, from the warehouse, at any one place in the United Kingdom, to the like warehouse at any other place in the United Kingdom, for the purpose of exportation only to foreign parts, under such security and regulations as the commissioners of excise shall from time to time order in respect thereof, and upon payment of the duty on all deficiencies found before such spirits are removed. § 90.

How Spirits distilled in England may be sent to Scotland or Ireland, and vice versa. It shall be lawful to remove, subject to this act, from England to Scotland or Ireland, spirits distilled in England, or to remove, subject as aforesaid, from Scotland or Ireland respectively to England,

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England, spirits distilled in Scotland or Ireland ; and all such spirits so removed shall, on arrival in England, Scotland, or Ireland, be dealt with in all respects as if the same had been distilled and made in the country into which the same are so removed ; and the person to whom the same shall be sent for sale shall have the same privileges, and be subject to the like licence, regulations, and penalties in respect of such spirits, as dealers in spirits in the country into which such spirits shall be imported or brought, and as if such spirits had been distilled within the same. § 91.

Certain Spirits only to be removed from one Kingdom to another.—Permit.—Duplicate. No spirits, whether medicated or mixed with any other ingredient or not, which shall be made or distilled in England, Scotland, or Ireland, shall be removed or sent from either Scotland or Ireland into England, or from England into Scotland or Ireland, except such spirits only as shall, for the purpose of such removal, be taken out of a warehouse in which the same shall be then warehoused, without payment of duty ; and before any such spirits shall be delivered out of such warehouse for that purpose, the proprietors, or persons who shall propose or intend to take out and ship such spirits for such removal, shall give two days' notice in writing to the surveying officer of excise of such warehouse in England, Scotland, or Ireland, of the time when he or she shall propose or intend to take out such spirits from such warehouse, and shall specify in every such notice the number of casks intended to be so removed, and also the mark and number of each cask, the full content thereof in gallons, and the strength and quantity of the spirits contained therein, and the total quantity of spirits to be so removed, the name of the vessel and of the master thereof, or of the carriage or conveyance by which such spirits are to be so removed, the name of the port or place at which such spirits are to be shipped, and of the port or place to which such spirits are to be removed, and of the person at such last mentioned place to whom the same are to be sent ; and every such officer shall, upon the receipt of such notice, be authorised to examine every such cask, and ascertain the truth of the several particulars aforesaid, and the temperature and strength of such spirits, and the quantity of spirits contained in each of such casks, either by gauge or by taking the weight thereof, and shall, after receipt of the certificate of payment of duty, hereinafter mentioned, when such spirits are intended to be so removed for consumption, and upon the request in writing of such proprietor or person as aforesaid, specifying the several particulars aforesaid, grant a permit for the removal of such spirits, expressing in or by endorsement of such permit, the several particulars as aforesaid, of the total number of casks, the mark, number, content, and ullage of each such cask, the temperature, quantity, and strength of the spirits contained therein, the total quantity of spirits, and the names of the ship and master, or conveyance, and of the places of shipment and destination, and names of the person to whom such spirits are intended to be sent, and shall forthwith transmit by post a duplicate of such permit to the principal officer of excise at the place, or nearest thereto, to which such spirits are so to be sent ; and if any such spirit be removed from England into Scotland or Ireland, or from Scotland or Ireland into England, except spirits so taken from warehouse, and duty paid as aforesaid otherwise than as aforesaid, or not accompanied by such permit as aforesaid, or in any greater quantity, or of greater strength, or in casks of any greater number, or less content than shall be expressed in such permit, all such spirits, together with the casks containing the same, shall
be

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be forfeited, and may be seized by any officer of excise; and the person so offending shall for every such offence forfeit the sum of treble the value of such spirits, including the duty aforesaid, or of £200, at the election of the commissioners of excise, or the person who shall inform or sue for the same. § 92.

Payment of English Duty before Delivery from Warehouse.—Certificate by Collector. After such account shall have been taken as aforesaid, and before any such spirits shall be delivered out of any such warehouse for such removal for consumption, the distiller or proprietor, intending to remove the same, shall pay to the collector of excise or other person employed by the commissioners of excise to receive the same, the full duty of excise payable on British spirits distilled in England, for all such spirits intended to be so removed, whether such spirits shall have been distilled, and shall then be warehoused in England, Scotland, or Ireland, and shall be intended to be removed from England into Scotland or Ireland, or from Scotland or Ireland into England; and such collector of excise, or other officer, shall, upon request, sign and give to such distiller or proprietor a certificate of such payment of duty. § 93.

What Duty to be paid on Delivery of Spirits from the Warehouse in Scotland or Ireland for Removal to England. On the delivery from the warehouse of any spirits distilled or made in Scotland or Ireland, for the removal thereof by sea to England for consumption, it shall be lawful for the commissioner and commissioners, and assistant commissioners and collectors of excise respectively in Scotland or Ireland, to receive and accept from the person to whom such spirits shall be delivered from the warehouse, for such removal, in lieu of the whole of the duty by this act made payable thereon, so much thereof as shall be equal to the amount of duty payable on such spirits when delivered for consumption in Scotland or Ireland, together with a bond, with such good and sufficient sureties as shall be satisfactory to the commissioner or commissioners, or assistant commissioners or collectors respectively, as the case may be, for the due shipment and removal of such spirits, and for payment of the residue of the duty on the quantity of spirits so delivered from the warehouse for such removal, within two months from the date of such bond, or within twenty-one days after the arrival of such spirits, or any part thereof, in England, whichever shall first happen; and upon the payment of the residue of such duty, according to the condition of such bond, being certified by the officer of the port in England where the residue of duty shall be paid; which certificate such officer is to grant without fee or reward, to the commissioner or commissioners, and assistant commissioners of excise in Ireland or Scotland, every such bond shall be cancelled. § 94.

On Production of Certificate of Payment of Duty, Spirits to be removed. Upon the distiller or proprietor of such spirits, or some person on behalf of such distiller or proprietor, producing to the officer surveying the warehouse, the certificate from the collector or other person as aforesaid, of the payment of such duty, where such spirits are intended to be so removed for consumption, and such permit having been requested and granted as aforesaid, such officer shall deliver such spirits as shall be mentioned in such certificate and permit to be so removed; and no such removal shall take place on any excise office or custom house holiday, or commence at any time of the day before nine in the forenoon, or continue after two in the afternoon; and all such spirits shall be shipped, or conveyed to the place

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place of destination mentioned in such permit, and delivered there in the same casks in which they were originally warehoused, with the marks, numbers, and notes of the contents as aforesaid branded, cut, or painted thereon, except in cases of damaged or leaky casks, which may be changed with the leave of any commissioner of excise, or of the surveyor or supervisor of the district, and like marks, numbers, and notes shall be branded, cut, or painted on the head of each new cask, as had been branded or cut on the leaky or damaged casks respectively, except as varied by any difference of content, ullage, temperature, or strength. § 95.

How Spirits to be removed.—*Size of Package, Ship, &c.* No spirits made in England, Scotland, or Ireland, shall be shipped or removed from England to Scotland or Ireland, or from Scotland or Ireland to England, otherwise than as directed by this act, or in any vessel of any less burthen than fifty tons, or in any cask or vessel, except a cask which shall contain eighty gallons of such spirits at the least, on pain, in addition to all other penalties and forfeitures, of the forfeiture of all such spirits aforesaid, together with the packages containing such spirits, and the vessel or boat, horses, cattle, and carriages employed in such removal thereof; and such packages, ship, vessel, boat, horses, cattle, and carriages, may be seized by any officer or officers of excise. § 96.

Entry and Landing.—*Difference of Duty between Countries.* The proprietor of any spirits removed by sea from England into Scotland or Ireland, or from Scotland or Ireland into England, shall, within ten days next after the arrival of the vessel wherein any such spirits shall be so removed, within the port into which such spirits shall be brought, make due entry with the collector of excise of the said port, of all such spirits on board such vessel, and deliver to such collector such certificate of payment of duty thereon, or permit, as aforesaid, and shall then land all such spirits; and if such proprietor or proprietors shall neglect or refuse, for such ten days, to make such entry, and deliver such certificate of payment of duty as aforesaid, or to land such spirits as aforesaid, such spirits shall be forfeited, together with the casks and packages containing the same, and may be seized by any officer of excise; and if such spirits be duly landed according to this act, the proper officer at such port shall deliver to the proprietor thereof a certificate thereof, and the commissioners of excise shall, upon production of such certificate of payment of duty or permit as aforesaid, and of such other certificate of the landing of such spirits as last aforesaid, thereupon cause to be repaid to the proprietor of all such spirits as shall be so removed from England into Scotland or Ireland, and on which the excise duty, payable in England, has been duly paid for every gallon of such spirits computed at proof, the difference between the amount of the duty so paid and the duty payable in the country into which such spirits shall be so brought. § 97.

Particulars of Entries. In all such entries, the number of packages containing such spirits, with the particular numbers and marks of each of them on board of each vessel in which the same shall be so brought, shall be inserted, on pain, for every neglect or refusal thereof, to forfeit all such spirits, with the package wherein the same shall be contained, and the same may be seized by any officer of excise. § 98.

Spirits made from Malt. No spirits which shall be or shall have been made or distilled in Scotland or Ireland from unmalted corn or grain, mixed

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mixed or unmixed with malt, shall be taken out of any warehouse, or place, for removal to England, unless such spirits were made and warehoused by some distiller, having; at the time when such spirits were so made and warehoused, no spirits made from malt only, or on which any allowance shall be or shall have been made in respect of the duty on such malt in his or her stock or possession, or in such warehouse, and which shall be so certified by the proper officer at the time of warehousing, and also at the delivery thereof; nor shall any spirits made or distilled in Scotland or Ireland from malt only, or in respect of which any allowance as aforesaid has been or shall be made, paid, or received, be removed to England, until the allowance so made shall have been repaid by the proprietor of such spirits to the commissioners of excise, or such person as they shall order to receive the same; and if any person shall take out of any warehouse, or place, any spirits made from unmalted corn or grain mixed or unmixed with malt, for such removal, which were not made and warehoused by such distiller, and shall not be so certified, or shall remove any spirits made from malt only, or on which any such allowance has been made, or shall be made as aforesaid, to England, without first repaying such allowance thereon, all such spirits shall be forfeited, and shall and may be seized by any officer of excise; and every person so offending shall for every such offence forfeit 20s. per gallon for every gallon of such spirits so taken out or removed, or £100, at the election of the commissioners of excise, or persons who shall inform or sue for the same. § 99.

Ship Stores. It shall be lawful to deliver in casks, of not less than eighty gallons, from any such warehouse, any spirits lodged therein as aforesaid, for the purpose of being shipped as stores, and of being consumed upon any outward and homeward voyage to or from parts beyond the seas, without payment of the duty of excise, subject nevertheless, except as aforesaid, to the regulations required by any act in force in Great Britain, relating to the shipping of rum as stores. § 100.

Definition of the different Sorts of Spirits.—Proof thereof. All spirits distilled or made in England, or distilled or made in Scotland or Ireland, and imported into England, shall be deemed and called *British Spirits*; and all spirits of the first extraction, drawn or produced by one distillation of wash, shall be deemed and called *Low Wines*; and all spirits produced by the re-distillation of low wines, or any further re-distillation, and which shall be conveyed into or kept in any feints receiver, shall be deemed and called *Feints*; and all other spirits produced by re-distillation, and which shall not have had any flavour communicated thereto, and all liquors whatsoever which shall be mixed or mingled with any such spirits, shall be deemed and called *Plain British Spirits*; and all other spirits produced by re-distillation, and which shall have had any flavour communicated thereto, and all liquors whatsoever which shall be mixed or mingled with any such spirits, shall be deemed a British compound called *British Brandy*; and all other spirits produced by re-distillation, and which shall have been distilled or mixed with juniper berries, carraway seeds, anniseeds, or any other seeds, preparation, or ingredient whatsoever, used in the compounding of spirits, and all liquors whatsoever which shall be mixed or mingled with any such spirits, shall be deemed and called *British Compounds*; and all British spirits of the strength of 43 per centum above proof, as denoted by the hydrometer

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meter called Sikes's Hydrometer, and all spirits of a greater or higher degree of strength, shall be deemed and called *Spirits of Wine*; and if any question shall arise, whether any spirits removed by any permit are *bonâ fide* such British spirits, plain British spirits, or British compounds of any particular sort, or spirits of wine respectively, as are described in the permit accompanying the same, or granted for the removal thereof, although such spirits shall appear to have been kept account of in the officers' books, or account of stock from which such spirits were removed, by the same name or description as is specified in such permit, the proof that such spirits are really and *bonâ fide* of the sort specified in such permit shall lie upon the owner or claimer thereof, who shall prove the same by the oaths of two credible witnesses, being skilful and experienced persons, competent to decide by examination thereof. § 101.

How Spirits made or brought from Scotland or Ireland into England, between the 10th October 1825, and the 6th January, 1826, to be dealt with. From 10th October 1825, it shall and may be lawful for any distiller in England, and for any proprietor of any British spirits distilled in Scotland or Ireland, and brought into England, according to this act, to warehouse, and every such distiller and proprietor respectively is hereby required forthwith to warehouse, under this act, the whole of the British spirits which any such distiller shall, between the 10th October 1825, and 6th January 1826, distil or make, or any such proprietor shall bring into or receive in England from Scotland or Ireland as aforesaid, and to continue all such spirits so warehoused until the 6th January 1826, and on that day every such distiller and proprietor shall pay to the commissioners of excise, or such person as they shall employ to receive the same, all the duties respectively by this act chargeable upon such distiller or proprietor for such spirits, and of all deficiencies thereof, or of so much of such spirits as shall not, by notice on that day to be delivered by such distiller or proprietor to the proper officer, be desired by him or her to be continued in warehouse for exportation only to foreign parts, and all such spirits then in any such warehouse for which such duty shall be so paid shall thereupon be delivered from such warehouse: provided that no spirits so warehoused for which such duty respectively shall not be so paid on the 6th January 1826, and which shall be so desired to be continued in warehouse, shall be on any pretence whatever afterwards delivered from such warehouse, except *for exportation only*, and all spirits for which the duty respectively shall not be so paid, and which shall not be desired by such notice to be continued in the warehouse for such exportation, shall be forfeited, and shall be seized by any officer of excise. § 152.

STONE BLUE brought into Great Britain from Ireland,				
	the lb.	Excise Duty (a)	0	0
———— sent from Great Britain to Ireland, the lb.				3
		Excise Drawback (a)	0	0
				3

(a) By treasury warrant, dated July 13, 1825, which grants this duty and drawback, it is ordered, that no stone blue be sent from one country to the other in packages of less than 100lb. net, with the words "Stone Blue" legibly marked on the outside thereof; and that the trade be in other respects carried on in the same manner as that in starch, with the exception of tying up the article in paper parcels.

PART IV.

ALIENS.

Aliens already in Realm to make Declaration. “Whereas it is expedient that in lieu of the regulations of the Act of 56 Geo. 3. c. 86., provision should be made for a complete registration of all aliens in this realm;” it is therefore enacted, that every alien who shall at the commencement of this act be in this realm, shall on the same day, or within fourteen days thereafter, make a declaration in writing of his or her place of abode, names, rank, occupation, and description; and if a domestic servant, then also the place of abode, names, rank, and description of his or her master or mistress, and of the country and place whence he or she came, or of which he or she is a native, and of the time when he or she last came from foreign parts into this realm; and shall, within the said fourteen days, transmit such declaration by the post, if in Great Britain, to one of His Majesty’s principal secretaries of state at the alien office in Westminster, and if in Ireland, to the chief secretary of the lord lieutenant or chief governor of Ireland; such declaration being signed by the party making it, if he or she be able to write, or otherwise being attested by a magistrate of the place, or by the officiating minister of the parish, or by one or more of the churchwardens or overseers of the poor of the parish or township where such alien shall be: provided that one declaration shall be sufficient for parents and any number of children, if made in manner aforesaid by the father, or in case of his death or incapacity, by the mother. 7 Geo. 4. c. 54. § 1.

Declaration by Master of Vessel on Arrival from Foreign Parts. The master of every vessel which, after July 1, 1826, shall arrive in this realm from foreign parts, shall immediately on his arrival declare in writing to the chief officer of customs at the port of arrival, whether there is, to the best of his knowledge, any alien on board his vessel, and whether any alien hath, to his knowledge, landed therefrom at any place within this realm; and shall in his said declaration specify the number of aliens (if any) on board his vessel, or who have, to his knowledge, landed therefrom, and their names, rank, occupation, and description, as far as he shall be informed thereof; and if the master of any such vessel shall refuse or neglect to make such declaration, or shall make a false declaration, he shall for every such offence forfeit £20, and the further sum of £10 for each alien who shall have been on board at the time of the arrival of such vessel, or who shall have, to his knowledge, landed therefrom, within this realm, whom such master shall wilfully have refused or neglected to declare; and in case such master shall neglect or refuse forthwith to pay such penalty, it shall be lawful for any officer of customs, and he is hereby required, to detain such vessel until the same shall be paid: provided always, that nothing hereinbefore contained shall extend to any mariner whom the master shall certify in writing by him subscribed, to be actually employed in the navigation of

such vessel during the time that such mariner shall remain so actually employed; which certificate so subscribed every such master is hereby required to give. § 2.

Declaration by Aliens.—Delivery of Passport, &c. Every alien who shall after July 1, 1826, arrive in any part of the United Kingdom from foreign parts, or pass from Great Britain to Ireland, or from Ireland to Great Britain, shall immediately after such arrival or passage deliver to the chief officer of customs at the port of debarkation any passport which shall be in his or her possession, and declare in writing to such chief officer, or verbally make to him, a declaration to be by him reduced into writing, of the name of the vessel in which he or she shall have arrived, and also of his or her names, rank, occupation, and description, and if a domestic servant, then also the names, rank, and description of his or her master or mistress; and shall also in like manner declare the country and place from whence he or she shall then have come, and the place within this realm to which he or she is then going, and the name and place of abode of the person within this realm, (if any) to whom he or she is known, which declaration shall be made in or reduced into such form as shall be approved by one of His Majesty's principal secretaries of state; and if any such alien coming into this realm shall neglect or refuse to deliver up his or her passport, he shall forfeit £5; and if he or she shall neglect or refuse to make such declaration, or shall wilfully make any false declaration, he or she shall be punished in the manner hereinafter mentioned. § 3.

Registry of Declaration and Delivery of Certificate to Alien. The officer of customs to whom such passport shall be delivered and declaration made, shall immediately register such declaration in a book to be kept by him for that purpose (in which book certificates shall be printed in blank, and counterparts thereof, in such form as shall be approved by one of His Majesty's principal secretaries of state), and shall insert therein the several particulars by this act required in proper columns, in both parts thereof, excepting such particulars as shall be inserted in the column of remarks, which shall be entered only in one of such parts, and shall cut off one part of such certificate containing all the particulars, excepting such as shall be contained in the column of remarks, and deliver the same to the alien who shall have made such declaration. § 4.

Officer of Customs to transmit Declaration, &c. The chief officer of customs in every port shall within two days transmit the declaration of every master of a vessel, and every passport, and a true copy of every such certificate, if in Great Britain, to one of His Majesty's principal secretaries of state at the alien office in Westminster, and if in Ireland, to the chief secretary for Ireland. § 5.

After Arrival Alien to transmit Certificate to Alien Office, and make Declaration of Residence. Every alien arriving in this realm after July 1, 1826, shall, within one week after his or her arrival at the place which shall be expressed in such certificate as the place to which he or she proposes to go, produce such certificate, if such place shall be in the city of Westminster, or within five miles thereof, at the alien office in Westminster, and shall declare in writing at what place he or she intends to reside; and if the place expressed in the certificate be out of the limits aforesaid, shall make a declaration in writing at what place he or she intends to reside, and transmit the same by the post, if in Great Britain, to one of His Majesty's principal secretaries of state at the alien office in Westminster,

Westminster, and if in Ireland, to the chief secretary for Ireland; and if any such alien neglect or refuse to produce such certificate, or to make or transmit such declaration as aforesaid, or shall wilfully make or transmit any false declaration respecting any of the particulars aforesaid, he or she shall be punished in the manner hereinafter mentioned. § 6.

Alien to declare Residence Half-yearly. Every alien being in this realm after July 1, 1826, shall, on the first day of January and on the first day of July in every year, or within one week after those respective days, make a declaration in writing of his or her place of residence, and therein state at what place he or she intends in future to reside, and shall within the same week transmit such declaration by the post, if in Great Britain, to one of His Majesty's principal secretaries of state at the alien office in Westminster, and if in Ireland, to the chief secretary for Ireland, and if any alien shall neglect or refuse to make or transmit such declaration as last aforesaid, or shall wilfully make or transmit any false declaration, he or she shall be punished in the manner hereinafter mentioned. § 7.

How Secretary of State, &c. may require a more frequent Declaration. It shall be lawful for one of His Majesty's principal secretaries of state to require any alien, being in Great Britain, and for the chief secretary for Ireland to require any alien, being in Ireland, to make a declaration of his or her actual place of residence, and of the place at which he or she intends to reside in future, at shorter intervals than such a declaration is hereinbefore required, which intervals may be either limited by time, or made to depend on the alien's change of residence, as to such principal secretary or chief secretary respectively shall seem meet; and such requisition may be made either by a warrant under the hand and seal of such principal secretary or chief secretary respectively, to be delivered to the alien, or left at his or her last declared place of residence, or otherwise by a notice to be published in the London Gazette, or in the Dublin Gazette, as the case may be; and every alien named in any such warrant or notice shall make and transmit such declaration as often as he or she shall be required so to do by such warrant or notice; and if he or she shall neglect or refuse so to do, he or she shall be punished in the manner hereinafter mentioned. § 8.

False Declarations, or neglecting to make proper ones. If any alien in any of the cases aforesaid shall neglect to make such declaration as is by this act required, or to transmit the same, in the cases in which he is required so to do, within the time in that behalf limited, or shall wilfully make or transmit any false declaration, every person so offending shall, upon conviction thereof before two justices of the peace, for every such offence, either forfeit any sum not exceeding £50, or be imprisoned for any time not exceeding six months, at the discretion of such justices. § 9.

How and when Certificate to be forwarded to Alien.—Alien not having Certificate, or residing elsewhere. Upon the receipt at the alien office, or at the office of the chief secretary for Ireland, of any declaration, in any of the cases aforesaid, such clerk as shall be for that purpose nominated by one of His Majesty's principal secretaries of state, or by the chief secretary for Ireland respectively, shall within three days make out, in such form as shall be for that purpose approved by one of His Majesty's principal secretaries of state, a certificate, setting forth the names, rank,

occupation, and description of the alien, and his or her place of abode, and shall transmit the same by the post to such alien; and if any alien shall, by his or her default, not be possessed of such certificate, or shall without any lawful excuse reside in any other place than that expressed in such certificate, every such alien shall for every such offence forfeit £20; and if any alien, being required by any justice of the peace to produce such certificate, shall refuse or neglect so to do, he or she shall be deemed not to be possessed of any certificate. § 10.

How Alien on Departure may have his Passport sent to the Port, and delivered.—Neglect of Declaration. Where any alien, about to depart from this realm after July 1, 1826, shall be desirous of having possession of the passport by him or her delivered on his or her debarkation, and shall notify by letter to the alien office in Westminster, or to the chief secretary's office in Dublin, the port at which he or she intends to embark, the proper clerk of those respective offices shall forthwith transmit such passport by the post to the chief officer of customs of the port so notified, to be by him delivered to such alien, on his or her making the declaration hereinafter next mentioned; and every such alien shall, before his or her embarkation, declare in writing his or her intention of departing, and shall deliver such declaration to the chief officer of customs at the port of departure, who shall forthwith transmit the same, if in Great Britain, to one of His Majesty's principal secretaries of state at the alien office in Westminster, and if in Ireland, to the chief secretary for Ireland; and if any alien shall neglect to make such declaration, or to deliver the same to the chief officer of customs at the port of departure, he or she shall for every such offence forfeit £5. § 11.

New Certificates in lieu of such as are lost. If any certificate issued to any alien by virtue of this act be lost, mislaid, or destroyed, and such alien shall produce to one of His Majesty's justices of the peace proof thereof, and shall make it appear to the satisfaction of such justice that he or she hath duly conformed with this act, it shall be lawful for such justice, and he is hereby required, to testify the same under his hand, and such alien shall thereby be entitled to demand a fresh certificate, which shall be of the like force and effect as the certificate so lost, mislaid, or destroyed. § 12.

Certificate to be without Fee.—Officers neglectful, &c. All certificates hereinbefore required to be given shall be given without any fee or reward whatsoever; and every person who shall take any fee or reward of any alien or other person, for any certificate, or any other matter or thing done under this act, shall forfeit for every such offence £20; and every officer of customs who shall refuse or neglect to make such entry as aforesaid, or grant any certificate thereon, in pursuance of the provisions of this

this act, or shall knowingly make any false entry, or neglect to transmit the copy thereof, or to transmit any declaration of the master of a vessel, or any declaration of departure in manner directed by this act, shall forfeit for every such offence £20. § 13.

Forging Certificates, Misrepresentations, &c. If any person wilfully forge, counterfeit, or alter, or cause to be forged, counterfeited, or altered, or shall utter, knowing the same to be forged, counterfeited, or altered, any declaration or certificate hereby directed, or shall obtain any such certificate under any other name or description than the true name and description of the alien intended to be named and described, without disclosing to the person granting such certificate the true name and description of such alien, and the reason for concealing the same, or shall falsely pretend to be the person intended to be named and described in any such certificate; every person so offending shall, upon conviction thereof before two justices, either forfeit any sum not exceeding £50, or be imprisoned for any time not exceeding six months, at the discretion of such justices. § 14.

Prosecution of Offences. All offences against this act shall be prosecuted within six calendar months after the offence committed, except that of not making or delivering a declaration of departure which shall be prosecuted within six calendar months after the offenders return to this realm; and all such offences shall be prosecuted before two or more justices of the peace of the place where the offence shall be committed, who are required, in default of payment of any pecuniary penalty, to commit the offender to the common gaol for any time not exceeding six calendar months, unless the penalty shall be sooner paid, and forthwith to report to one of His Majesty's principal secretaries of state, or to the chief secretary for Ireland, as the case may require, the conviction of every offender under this act, and the punishment to which he is adjudged; and no writ of certiorari, or of advocation or suspension, shall be allowed to remove the proceedings of any justices touching the cases aforesaid, or to supersede or suspend execution or other proceeding thereupon. § 15.

Exemptions.—On whom Proof to lie in Case of Doubt of being an Alien. Nothing in this act shall affect any foreign ambassador, or other public minister duly authorized; nor any domestic servant of any such foreign ambassador or public minister, registered as such according to law, or being actually attendant upon such ambassador or minister; nor any alien who shall have been continually residing within this realm for seven years next before May 26, 1826, and obtained from the alien office a certificate thereof; nor any alien in respect of any act done or omitted to be done, who shall be under the age of fourteen years at the

time when such act was so done or omitted to be done : provided, that if any question shall arise whether any person alleged to be an alien, and to be subject to the provisions of this act, is an alien or not, or is or is not subject to the said provisions, or any of them, the proof that such person is, or by law is to be deemed to be, a natural-born subject of His Majesty, or a denizen of this kingdom, or a naturalized subject, or that such person, if an alien, is not subject to the provisions of this act, or any of them, by reason of any exception contained in this act, or otherwise, shall lie on the person so alleged to be an alien, and to be subject to the provisions of this act. § 16.

Commencement of Act. This act shall commence on July 1, 1826. § 17.

CONSULS.

Salaries to Consuls. “Whereas the provision which hath hitherto been made for the maintenance and support of the consuls general and consuls appointed by His Majesty to reside within the dominions of sovereigns and foreign states in amity with His Majesty, is inadequate to the maintenance and support of such consuls general and consuls; and it is expedient to make further and due provisions for that purpose;” it is therefore enacted that it shall be lawful for His Majesty, by any orders to be issued by the advice of his privy council, to grant to all or any of the consuls general or consuls appointed by His Majesty to reside within any of the dominions of any sovereign or foreign state or power in amity with His Majesty, such reasonable salaries as to His Majesty shall seem meet, and by such advice from time to time to alter, increase, or diminish, any such salaries or salary as occasion may require. 6 Geo. 4. c. 87. § 1.

Terms on which Salaries shall be granted.—Leave of Absence. Such salaries shall be issued and paid to such consuls general and consuls without fee or deduction; provided that all such salaries be granted during His Majesty's pleasure, and not otherwise, and be held and enjoyed by such consuls general and consuls, so long only as they shall be actually resident at the places at which they may be so appointed to reside, and discharging the duties of such their offices; provided nevertheless, that in case His Majesty shall, by any order to be for that purpose issued through one of his principal secretaries of state, grant to any such consul general or consul leave of absence from the place to which he may be so appointed, such consul general or consul shall be entitled to receive the whole, or such part as to His Majesty shall seem meet, of the salary accruing during such period of absence. § 2.

Salaries

Salaries in lieu of Fees formerly paid.—*Consuls not to take other than the Fees hereinafter mentioned.* The salaries so to be granted shall be taken by the consuls general and consuls as a compensation for all salaries heretofore granted, and all fees of office and gratuities heretofore taken by them from the masters or commanders of British vessels, or from any other person, for any duties or services by such consuls general or consuls done or performed for any such persons; and no such consuls general or consuls shall, from 1st January, 1826, be entitled, on account of any thing by him done in the execution of such his office, or for any service by him rendered to any masters or commanders of British vessels, or to any other person in the execution of such his office, to ask or take any fees, recompence, gratuity, compensation, or reward, or any sum of money, save as hereinafter is excepted. § 3.

Certain Fees still allowed to be taken. It shall be lawful for all consuls general and consuls appointed by His Majesty, and resident within the dominions of any sovereign, or any foreign state or power in amity with His Majesty, to accept the several fees particularly mentioned in the tables to this present act annexed, marked with the letters A and B, for the several things and official acts and deeds particularly mentioned in the said schedules; and it shall be lawful for His Majesty, by any orders to be by him made, by the advice of his privy council, from time to time, as occasion may require, to increase or diminish, or wholly to abolish, all or any of the fees aforesaid, and to establish and authorize the payment of any greater or smaller or new or additional fees for the several things mentioned in the said schedules, or for any other thing to be by any such consul general or consul done in the execution of such his office. § 4.

Penalty on Consuls demanding more Fees than specified in the Schedule. In case any consul general or consul, appointed by His Majesty as aforesaid, shall, by himself or deputy, or by any person authorized thereto in his behalf, ask or accept for any thing by him done in the execution of such his office, or for any service or duty by him rendered or performed in such his office for any person whomsoever, any other or greater fee or remuneration than is specified in the schedule, or than shall be sanctioned and specified in or by any such order in council, the person so offending shall forfeit and become liable to pay to His Majesty any sum of sterling British money, not exceeding the amount of the salary of such person for one year, nor less than the twelfth part of such annual salary, at the discretion of the court in which such penalty may be recovered, and shall moreover upon a second conviction for any such offence forfeit such his office, and for ever after become incapable of serving His Majesty in the same or the like capacity. § 5.

Tables of Fees to be exhibited at Custom Houses. A printed copy of the tables of fees allowed by this act, or which may be sanctioned or allowed by any order to be made in pursuance of this act, by His Majesty in council, shall be exhibited in a conspicuous manner, for the inspection of all persons, in the custom house in the port of London, and in all other custom houses in the several ports and harbours of the United Kingdom of Great Britain and Ireland; and printed copies thereof shall, by the collector or other chief officer of customs in all such ports and harbours, be delivered gratuitously, and without fee or reward, to every master of any vessel clearing out of any such port or harbour, and demanding a copy thereof. § 6.

Tables of Fees to be exhibited at Consuls' Offices. A copy of the schedule or table of fees to this present act annexed, or which may be established

blished and authorized by any such order in council, shall be hung up and exhibited in a conspicuous place in the public offices of all consuls general or consuls appointed by His Majesty, in the foreign places to which they may be so appointed, for the inspection of all persons interested therein; and any consul general or consul omitting or neglecting to exhibit any such copy of the schedules in such his public office, or refusing to permit the same to be inspected by any person interested therein, shall for every such offence forfeit and pay a sum of British sterling money not exceeding one half the amount of the salary of such person for one year, nor less than the twelfth part of such annual salary, at the discretion of the court in which such penalty may be recovered. § 7.

Superannuation. "And whereas it is expedient that His Majesty should be enabled to grant to the said consuls general and consuls, appointed as aforesaid, allowances in the nature of superannuation or reward for meritorious public services," it is further enacted, that all the regulations contained in 50 Geo. 3. c. 117; 3 Geo. 4. c. 113; 5 Geo. 4. c. 104; (a) respecting superannuation allowances, are hereby extended to the said consuls general and consuls, so far as such regulations can be applied to the cases of such several persons respectively, as fully to all intents and purposes as if the same were repeated and re-enacted in this present act. § 8.

Allowances during War. If it shall at any time happen that by reason of any war which may hereafter arise between His Majesty and any sovereign, or foreign state or power, within the dominions of whom any such consul general or consul shall be appointed to reside, he shall be prevented from residing, and shall in fact cease to reside at the place to which he may be so appointed, it shall be lawful for His Majesty, by any order to be issued by the advice of his privy council, to grant to any such consul general or consul, who may have served His Majesty in that capacity for any period not less than three years nor more than ten years next preceding the commencement of any such war, a special allowance not exceeding the proportion of their respective salaries to which such consuls general and consuls would be entitled under the provisions of the said act of 3 Geo. 4. in case the period of their respective service had exceeded ten years and had not exceeded fifteen years; provided that in case any such consul general or consul shall have served in such his office for the space of ten years and more, it shall be lawful for His Majesty, by any such order in council as aforesaid, to grant to him such a proportion of his salary, which, by the said act is authorized to be granted as a superannuation allowance, according to the several periods of service exceeding ten years, in the said act. § 9.

Commencement. This act shall take effect from the 1st January, 1826, except where any other commencement is particularly directed. § 22.

TABLES of Fees allowed to be taken by Consuls General and Consuls, by the preceding act of 6 Geo. 4. c. 87.

TABLE A.

Certificate of due landing of Goods, exported from the United Kingdom	2 dollars.
Signature of Ship's Manifest	2 dollars.
Certificate of Origin, when required	2 dollars.

(a) These acts do not come within the plan of this book.

Table A. continued.

Bill of Health, when required.....	2 dollars.
Signature of Muster Roll, when required.....	2 dollars.
Attestation of a Signature, when required.....	1 dollar.
Administering an Oath when required.....	$\frac{1}{2}$ dollar.
Seal of Office, and Signature of any other Document not specified herein, when required..	1 dollar.

TABLE B.

Bottomry or Arbitration Bond.....	2 dollars.
Noting a Protest.....	1 dollar.
Order of Survey.....	2 dollars.
Extending a Protest or Survey.....	1 dollar.
Registrations.....	1 dollar.
Visa of Passport.....	$\frac{1}{2}$ dollar.
Valuation of Goods.....	1 per cent.
Attending Sales, $\frac{1}{2}$ per cent. where there has been a charge for valuing; otherwise 1 per cent.	
Attendance out of Consular Office at a shipwreck, 5 dollars per diem for his personal expences, over and above his travelling expences.	
Do. on opening a Will.....	5 dollars.
Management of Property of British subjects dying intestate.....	$2\frac{1}{2}$ per cent.

The dollars mentioned in the preceding Tables are in all cases to be paid by the delivery of dollars, each of which is to be of the value of 4s. 6d. sterling, and no more, according to the rate of exchange prevailing at the place where such payment is made.

AGENTS, BROKERS, AND FACTORS.

HOUSE OF LORDS, TUESDAY, JUNE 7.

On the motion of the Earl of Liverpool, the order of the day was read for the second reading of the bill for amending the law of merchant and factor. His lordship said, he had the honour, a few days before, to lay on their lordships' table a petition, signed by the greater part of the respectable merchants of London. It was signed by general merchants, by East and West India merchants, Mediterranean merchants, and by Portuguese, Dutch, and German merchants. He could venture to affirm that there never was a subject of more consequence in the opinion of the mercantile world than the one to which he then had to call their lordships' attention. The subject was an abstruse one, and he could hardly hope to make himself clearly understood, unacquainted as he was with mercantile transactions. But he would endeavour shortly to explain to their Lordships the state of the law, and the object of his measure. In the state of the trade of this country, it was difficult to account for the origin of this law, but in its early stages many regulations would be established which would lead to results wholly inadequate to our present transactions. The law to which he wished to call their lordships' attention was probably of this nature, for it did not seem to be founded in equity, or in those general principles which ought to govern mercantile transactions. If the relation between the principal and his agent were to be alone considered, the question would be a simple one. The factor or agent ought to be bound to the full extent of the commands of his principal, whatever those might be; but in transactions, as commerce now existed, the question was not confined to the person who consigned the goods, but to the person who received them. The factor was obliged to use his discretion as to sending the goods to market, or to dispose of them as he best could; or to borrow money on them, and then the transaction became a very complicated one. The whole commerce of the world

was now carried on in this manner, which had grown out of the extent of our trade, and the distant quarters of the world with which it was carried on. It was often rendered impossible for the remote consignee to execute the instructions of his principal, but by obeying the general tenour of the consignment. The factor was obliged to judge of the time for bringing the goods to market, and very often, in order to execute the wishes of the principal, he was obliged to raise money on the goods before he could dispose of them. In this state there was no doubt but the factor would be still bound by the instructions of his principal; but a third party came in—the party who lends money on the goods in the possession of the factor. The factor has possession of the goods, the lender assumes him to be the owner, and knows nothing whether his power over them is limited or unlimited. Those of their lordships who were acquainted with commercial transactions, would know that money was frequently advanced on goods, without its being possible for the person advancing the money to have any further acquaintance with the transactions, than that the factor was in actual possession of the goods. It then became a question, putting fraud out of view, if the factor became a bankrupt, or in any other way failed to execute his engagements, whether the loss should fall on the principal who had consigned these goods, or on the *pledgee* who had advanced money on them. It had been of late ruled, that if the factor were entrusted only to dispose of the property, the loss must fall on the *pledgee*. He meant to contend, that this was contrary to equity, and was contrary to analogy; that it was disapproved of by high authority, and was contrary to the law in every country of the world, except this and the United States of America, which had drawn their law from this country. It was contrary to equity, he thought, that the *pledgee*, who had advanced his money, without any fraud, but on the *bona fide* possession of the goods, should suffer. He had placed no confidence, but the principal who had appointed the factor had placed confidence. He could limit him in his operations as he pleased—he could give him any kind of instructions—he might qualify his power—he was bound to take precautions before placing confidence; and he was in all respects more liable to suffer from his faults than the *pledgee*. The latter knew nothing of the power of the factor, he saw only the goods, and advanced his money on what was a sufficient security for repayment. On every principle of natural equity, therefore, the loss ought to fall not on the *pledgee*, but on the principal. He knew that this view was connected with one very important question—that of possession and title; but it was not possible for transactions to go on unless the possession was admitted as the title to the goods. If this were an indifferent question, or a question involving only a few cases, he would not have called on their lordships to legislate on this subject; but all the commercial interests of the country were connected with it. And he might say he believed that two-thirds of the whole commerce of the country was carried on by consigning goods to a factor, and leaving it to his discretion to dispose of them to the greatest advantage, sending them to market when he pleased, and raising money on them when he could not send them to market. Bills of exchange, exchequer bills, and money bills of every description, were subject to this rule. If a person consigned exchequer bills to a second person, and he parted with them, the third party who obtained them was held to have a right to them. Commercial proceedings were of as much importance as money proceedings, and he could not see why they should not receive the same security. It might be asked, perhaps, when this was felt to be so great an evil, why it was not altered before, but it seemed to be one of those things which had grown up gradually, and which did much mischief before they became extensively known. The first decision, he believed, which established the law as it now stood, was delivered in 1742, and he knew that Lord Chief Justice Gibbs had said, he could not explain the origin of that decision. He supposed it might have been dictated by some fraud. That decision, the Lord Chief Justice maintained, was at variance with the best interests of commerce, and had grown out of circumstances he could not explain. From the time of the first decision, the decisions had not been numerous, till of late years. He did not doubt but the Judges had decided according to the law as it was established by these precedents; but in doing that, they had expressed their regret that these precedents had been established. Here his lordship read an extract from opinions delivered by the late

Lord

Lord Chief Justice Ellenborough, and late Judge, Mr. Le Blanc, expressing their regret, in deciding cases according to these precedents, that had been established. He inferred, from these opinions, that these Judges, though they had felt themselves obliged to decide in this way, supposed that the law was contrary to the general analogy of our laws, and to the principles of justice. He then came to the last consideration, the law of this country being in this respect different from the law of all other countries, except the law of the United States of America. In all other countries the law was recognized to be what he wished to establish it, by the bill before their lordships. When there was no evidence of fraud, it was held, that the man, advancing money on goods, held by a factor, should not suffer for his faults, but that the person who confided in the factor must be the sufferer. This was also the law in Scotland. He had understood, too, that the evils of the law were felt in America, and that means had been taken for bringing it before the Congress, with a view to assimilate the law of America to the law of other countries. If the question were examined by the principles of equity, by analogy with other cases, by the authority of those who decided in our courts, or by the practice of other countries, it would be found that the reasons were strong in favour of the bill. It was of great importance in commercial transactions, that our law should be like the laws of other countries. It was not the same with the laws relative to real property, to our local law, if he might so call it; but when the bill was founded on equity and analogy, he thought it was an additional reason in its favour, that it assimilated our commercial law to the commercial law of other countries. He did not know if he had made himself understood, or if he had sufficiently explained the object of the bill; but the measure was founded in justice, and he hoped to have their lordships' consent to it. The noble earl concluded by moving the second reading of the bill. It was read accordingly a second time without opposition; and ultimately became the following law of 6 Geo. 4. c. 83.

Who shall be deemed true Owners of Goods. From 5th July, 1825, any person intrusted, for the purpose of consignment or of sale, with any goods, and who shall have shipped such goods in his or her own name, and any person in whose name any goods shall be shipped by any other person, shall be deemed to be the true owner thereof, so far as to entitle the consignee of such goods to a lien (a) thereon, in respect of any money or negotiable security advanced or given by such consignee to or for the use of the person in whose name such goods shall be shipped, or in respect of any money or negotiable security received by him, or her, to the use of such consignee, in the like manner to all intents and purposes as if such person were the true owner of such goods; provided such consignee shall not have notice by the bill of lading for the delivery of such goods, or otherwise, at or before the time of any advance of such money or negotiable security, or of such receipt of money or negotiable security in respect of which such lien is claimed, that such person so shipping in his or her own name, or in whose name any goods shall be shipped by any person, is not the actual and *bonâ fide* owner or proprietor of such goods so shipped: provided also, that the person in whose name any such goods are so shipped, shall be taken, for the purposes of this act, to have been intrusted therewith for the purpose of consignment or of sale, unless the contrary thereof shall be made to appear by bill of discovery or otherwise, or be made to appear, or be shown in evidence by any person disputing such fact. 6 Geo. 4. c. 83. § 1.

How far Persons in Possession of Bills of Lading, &c. to be deemed Owners. From 1st October, 1826, any person intrusted with and in possession of

(a) Lien may be defined to be a claim or attachment to property in possession of a person for a debt owing to him from the owner of the property.—*Ed.*

any bill of lading, India warrant, dock warrant, warehouse keeper's certificate, wharfinger's certificate, warrant or order for delivery of goods, shall be deemed to be the true owner of the goods described in the several documents hereinbefore stated respectively, so far as to give validity to any contract or agreement thereafter to be made or entered into by such person so intrusted and in possession, with any person or body politic or corporate, for the sale or disposition of the goods, or any part thereof, or for the deposit or pledge thereof, or any part thereof, as a security for any money or negotiable instrument advanced or given by such person or body politic or corporate, upon the faith of such several documents or either of them; provided such person or body politic or corporate, shall not have notice by such documents or either of them, or otherwise, that such person so intrusted is not the actual and *bonâ fide* owner or proprietor of such goods so sold or deposited or pledged. § 2.

How far Goods taken in Deposit or Pledge to give a farther Title to them. In case any person, or body politic or corporate, shall, after the 5th July 1825, accept and take any such goods in deposit or pledge from any such person so in possession and intrusted as aforesaid, without notice as aforesaid, as a security for any debt or demand due and owing from such person so intrusted and in possession, to such person, or body politic or corporate, before the time of such deposit or pledge, then such person, or body politic or corporate, so accepting or taking such goods in deposit or pledge, shall acquire no further or other right, title, or interest in or upon or to the goods, or any such document, than was possessed, or could or might have been enforced by the person or persons so possessed and intrusted as aforesaid, at the time of such deposit or pledge as a security as last aforesaid; but such person, or body politic or corporate, so accepting or taking such goods in deposit or pledge, shall and may acquire, possess, and enforce such right, title, or interest as was possessed and might have been enforced by such person so possessed and intrusted. § 3.

How Contracts may be made with Agents. From 1st October 1826, it shall be lawful for any person, or body politic or corporate, to contract with any agent intrusted with any goods, or to whom the same may be consigned, for the purchase of any such goods, and to receive the same of and pay for the same to such agent; and such contract and payment shall be binding upon and good against the owner of such goods, notwithstanding such person, or body politic or corporate, shall have notice that the person making and entering into such contract, or on whose behalf such contract is made or entered into, is an agent; provided such contract and payment be made in the usual and ordinary course of business, and that such person, or body politic or corporate, shall not, when such contract is entered into or payment made, have notice that such agent is not authorized to sell the goods or to receive the purchase money. § 4.

Goods and Documents taken in Pledge from Agents. From 5th July 1825, it shall be lawful for any person, or body politic or corporate, to accept and take any such goods, or any such document as aforesaid, in deposit or pledge from any such factor or agent, notwithstanding such person, or body politic or corporate, shall have such notice as aforesaid, that the person making such deposit or pledge is a factor or agent; but then such person, or body politic or corporate, shall acquire no further or other right, title, or interest to the goods, or any such document, for the delivery thereof, than was possessed or could or might have been enforced

forced by the factor or agent, at the time of such deposit or pledge as a security as last aforesaid; but such person, or body politic or corporate, shall and may acquire, possess, and enforce such right, title, or interest as was possessed and might have been enforced by such factor or agent at the time of such deposit or pledge. § 5.

Right of the true Owner to follow his Goods.—Bankruptcy. Nothing herein contained shall be deemed to deprive or prevent the true owner or proprietor of such goods from demanding and recovering the same from his or her factor or agent, before the same shall have been so sold, deposited, or pledged, or from the assignees of such factor or agent, in the event of his or her bankruptcy; nor to prevent such owner or proprietor from demanding or recovering of and from any person, or body politic or corporate, the price or sum agreed to be paid for the purchase of such goods, subject to any right of set-off on the part of such person, or body politic or corporate, against such factor or agent; not (a) to prevent such owner or proprietor from demanding or recovering of and from such person, or body politic or corporate, such goods so deposited or pledged, upon repayment of the money, or on restoration of the negotiable instrument so advanced or given on the security of such goods by such person, or body politic or corporate, to such factor or agent; and upon payment of such further sum of money, or on restoration of such other negotiable instrument (if any) as may have been advanced or given by such factor or agent to such owner or proprietor, or on payment of a sum of money equal to the amount of such instrument; nor to prevent the owner or proprietor from recovering of and from such person, or body politic or corporate, any balance or sum of money remaining in his or her hands, as the produce of the sale of such goods, after deducting thereout the amount of the money or negotiable instrument so advanced or given upon the security thereof as aforesaid: provided always, that in case of the bankruptcy of any such factor or agent, the owner or proprietor of the goods so pledged and redeemed, shall be held to have discharged *pro tanto* the debt due by him or her to the estate of such bankrupt. § 6.

Fraudulently pledging the Goods of Principals. If any such factor or agent, at any time after 1st October 1826, shall deposit or pledge any goods intrusted or consigned to his or her care or management, or any of the several documents so possessed or intrusted as aforesaid, with any person, or body politic or corporate, as a security for any money or negotiable instrument borrowed or received by such factor or agent, and shall apply or dispose thereof to his or her own use, in violation of good faith, and with intent to defraud the owner of such goods, every person so offending, in any part of the United Kingdom, shall be deemed to be guilty of a misdemeanor, and being convicted thereof according to law, shall be sentenced to transportation for any term not exceeding fourteen years, or to receive such other punishment as may by law be inflicted on persons guilty of a misdemeanor, and as the court before whom such offender may be tried and convicted shall adjudge. § 7.

Exceptions as to fraudulently pledging Bills of Exchange. Nothing herein contained shall extend to subject any person to prosecution, for having deposited or pledged any goods so intrusted or consigned to him or her, provided the same shall not be made a security for or subject to the payment of any greater sum or sums of money than at the time of such deposit or pledge was justly due and owing to such person from his

(a) So in the act, but query “nor.”

or her principal: provided nevertheless, that the acceptance of bills of exchange by such person drawn by or on account of such principal, shall not be considered as constituting any part of such debt so due and owing from such principal within the true intent and meaning of this act, so as to excuse the consequence of such a deposit or pledge, unless such bills be paid when the same shall respectively become due. § 8.

Exemption as to Partners. The penalty by this act annexed to the commission of any offence intended to be guarded against by this act, shall not extend to any partner or other person of or belonging to any partnership, society, or firm, except only such partner or person as shall be accessory or privy to the commission of such offence. § 9.

Remedy at Law or Equity. Nothing in this act, nor any proceeding, conviction, or judgment to be had or taken thereupon, shall hinder, prevent, lessen, or impeach any remedy at law or in equity, which any party aggrieved by any offence against this act might or would have had or have been entitled to against any such offender if this act had not been made, nor any proceeding, conviction, or judgment had been had thereupon; but nevertheless, the conviction of any offender against this act shall not be received in evidence in any action at law or suit in equity against such offender: and further, no person shall be liable to be convicted by any evidence whatever as an offender against this act, in respect of any thing done by him, if he shall at any time previously to his being indicted for such offence have disclosed any such thing on oath in consequence of any compulsory process of any court of law or equity, in any action, suit, or proceeding, in or to which he shall have been a party, and which shall have been *bonâ fide* instituted by the party aggrieved by the thing which shall have been committed by such offender aforesaid. § 10.

Authority of Agent. Whenever any person shall make any application to any officer of customs to transact any business on behalf of any other person, it shall be lawful for such officer to require of the person so applying, to produce a written authority from the person on whose behalf such application shall be made; and in default of the production of such authority, to refuse to transact such business. 6 Geo. 4. c. 107. § 127.

Agents to be licensed, and give Bond. It shall not be lawful for any person to act as an agent for transacting any business at the custom house in the port of London, which shall relate to the entry or clearance of any ship, or of any goods, or of any baggage, unless authorized so to do by licence of the commissioners of customs, who are hereby empowered to require bond to be given by every person to whom such licence shall be granted, with one sufficient surety, in the sum of £1000, for the faithful and incorrupt conduct of such person and of his clerks acting for him: provided that such bond shall not be required of any person who shall be one of the sworn brokers of the city of London: and if any person shall act as such agent, not being so licensed, or if any person shall be in partnership in such agency with any person not so licensed, such person shall in either case for every such offence forfeit £100. § 139.

Revocation of Licence. It shall be lawful for the commissioners of the treasury, by any order under their hands, to revoke any such licence, and after a copy of such order shall have been delivered to such person or to his clerk, or left at his usual place of abode or business, such licence shall be void. § 140.

Exceptions. Nothing herein contained shall extend to prevent the clerk or servant of any person, or of any persons in co-partnership, from transacting any business at the custom house, on account of such persons, without

without such licence; provided such clerk or servant shall not transact any such business as clerk, servant, or agent to any other person; nor to prevent any officer or clerk in the long room from passing entries under the authority of this act. § 141.

Clerks. It shall be lawful for any such agent, or agents in co-partnership, to appoint any person without licence to be his or their clerk in transacting such agency; provided always, that no person shall be admitted to be such clerk to more than one agent or co-partnership of agents, nor until his name and residence, and the date of his appointment, shall have been endorsed on the licence of every such agent, and signed by him, and witnessed by the signature of the collector and controller of customs, unless such person shall have been appointed with consent of the commissioners of customs before 5th January 1826. § 142.

Extension of Regulations to other Ports. It shall be lawful for the commissioners of the treasury, by their warrant, to be published in the London or Dublin Gazette, to extend the regulations hereinbefore made relating to agents in the port of London, to agents at any other port in Great Britain, or at any port in Ireland. § 143.

BONDS.

By whom Bonds to be taken. Bonds relating to the customs, required to be given in respect of goods or ships, shall be taken by the collector and controller for the use of His Majesty; and after the expiration of three years from the date thereof, or of the time, if any, limited therein for the performance of the condition thereof, every such bond upon which no prosecution or suit shall have been commenced shall be void, and may be cancelled and destroyed. (a) 6 Geo. 4. c. 107. § 118.

BRIBES.

Bribes to Officers. From 5th January 1826, if any person shall give or offer, or promise to give any bribe, recompence, or reward to any officer of customs, or any person employed by or under the direction of the commissioners of customs, to induce him in any way to neglect his duty, or to do, conceal, or connive at any act whereby any of the provisions of any act of parliament may be evaded, every such person shall, whether the offer be accepted or not, forfeit £500. 6 Geo. 4. c. 106. § 29.

FALSIFYING DOCUMENTS.

Falsifying, &c. Documents. If any person counterfeit or falsify, or wilfully use when counterfeited or falsified, any entry, warrant, cocket or transire, or other document, for the unlading, lading, entering, reporting, or clearing of any vessel, or for the landing or shipping of any goods, stores, baggage, or article whatever, or by any false statement procure any writing or document to be made for any of such purposes, every person so offending shall for every such offence forfeit £200: provided always, that this penalty shall not attach to any particular offence for which any other penalty shall be expressly imposed by any law in force for the time being. 6 Geo. 4. c. 107. § 126.

(a) For bonds respecting specific articles or places, see the names of such parts and places as given in the Index.

Officers taking Fees not allowed, and Persons offering such Fees. If any officer, clerk, or other person, acting in any office or employment belonging to the customs, under the controul and direction of the commissioners of customs in any part of His Majesty's dominions, shall receive any fee, or reward, whether pecuniary, or of any other description whatever, directly or indirectly, from any person (not being a person duly appointed to some office in the customs), on account of any thing done or to be done by him, in or in any way relating to his office or employment, except such as he shall receive under any order of the commissioners of His Majesty's treasury, every such officer so offending shall, on proof thereof to the commissioners of customs, be dismissed from his office; and if any person (not being a person duly appointed to some office in the customs), shall give, offer, or promise to give any such fee, or reward, such person shall, for every such offence, forfeit £100. 6 Geo. 4. c. 106. § 9.

Fee for passing Entries.—Odd Pence.—Despatching Warrants.—Writing Cockets. It shall be lawful for the officers and clerks in the long room of any custom house, to assist merchants and others, at their desire, in framing and passing entries inwards and outwards, and to receive such fee, freely given, for the same, as the commissioners of His Majesty's treasury shall permit; and it shall be lawful for the receiver of any duties of customs, to receive for his own use, if freely given, so much as, added to any fractions payable upon any entry, shall amount to 6d.; and it shall be lawful for the clerk of the warrants, in the port of London, to receive from any person, at whose request any warrant for goods inwards may be despatched before the usual time, the fee of 1s.; and for the receiver of the duties on such warrant to receive from such person the fee of 6d.; and it shall be lawful for any cocket writer in the port of London, to receive from the person who shall select him to write any cocket for goods outwards, any fee which shall be agreed on between them, not exceeding 5s. including the parchment, to be provided at the expence of the cocket writer. § 17.

GOODS FOR SECURITY OF DUTIES.

Power to charge Rent. Whenever any goods shall be secured in any of the King's warehouses in the United Kingdom or in the Isle of Man, for security of the duties thereon, or to prevent the same from coming into home use, it shall be lawful for the commissioners of customs to charge and receive warehouse rent for such goods, for all such time as the same shall remain in such warehouse, at the same rate as may be payable for the like goods when warehoused in any warehouse in which such goods may be warehoused without payment of duty. (a) 6 Geo. 4. c. 107. § 133.

Power to sell Goods.—Payment of Freight and other Charges. In case such goods shall not be duly cleared from the King's warehouse within three calendar months, (or sooner, if they be of a perishable nature,) it shall be lawful for the commissioners of customs to cause such goods to be publicly sold by auction, for home use or for exportation, as the case may be; and the produce of such sale shall be applied towards the payment of the duties, if sold for home use, and of the warehouse rent and

(a) By 7 Geo. 4. c. 48. § 9. it shall be lawful for the commissioners of His Majesty's Treasury of the United Kingdom of Great Britain and Ireland, or the commissioners of His Majesty's Customs, by warrant or order under their hands respectively, to fix the amount of warehouse rent to be paid for any goods taken to and secured in any of the King's warehouses in the United Kingdom, or in the Isle of Man, for the security of the duties thereon, or to prevent the same from coming into home use.

all other charges; and the overplus, if any, shall be paid to the person authorized to receive the same: provided, that it shall be lawful for the commissioners to cause any of such goods to be destroyed as cannot be sold for a sum sufficient to pay such duties and charges, if sold for home use, or sufficient to pay such charges, if sold for exportation: provided also, that if such goods shall have been landed by the officers of the customs, and the freight of the same shall not have been paid, the produce of such sale shall be first applied to the payment of such freight. § 134.

HOLIDAYS.

What Holidays to be kept. From 5th January, 1826, no day shall be kept as a public holiday by the customs, except Christmas Day and Good Friday in every year, and any days appointed by His Majesty's proclamation for the purpose of a general fast or of a general thanksgiving, and also the anniversaries of the birth day of His Majesty, and of his successors. 6 Geo. 4. c. 106. § 13.

LETTERS AND NEWSPAPERS.

Isle of Man. Letters and packets to and from the Isle of Man are in future to go by way of Liverpool instead of Whitehaven, and the following rate of *sea postage*, is to be taken in addition to the *inland rate* to Liverpool.

Single letter	0	0	6
Double	0	1	0
Treble	0	1	6
For every ounce weight, and so in proportion	0	2	0

The packets sail from Liverpool on Mondays, Wednesdays, and Fridays.

POSTAGE OF A SINGLE LETTER

TO OR FROM LONDON (a) AND

France	0	1	2
United Netherlands	0	1	4
Germany, Switzerland, Denmark, Sweden, and Russia	0	1	8
Italy	0	1	11
Spain	0	2	2
Lisbon	0	2	6
Gibraltar	0	2	10
Malta and Corfu	0	3	2
Madeira	0	2	7
Brazil	0	3	6
America	0	2	2
Buenos Ayres (b)	0	3	6
Jamaica and Leeward Islands	0	2	2
Leeward Islands and Demerara	0	2	2
Carthagena and Mexico (b)	0	3	0
La Guayra	0	3	0

(a) The inland postage to London, must also be paid on letters from the country going to the continent.

(b) As to Buenos Ayres, Columbia, and Mexico, see hereafter under this title.

TO OR FROM FALMOUTH (a) AND

Lisbon	0	1	7
Gibraltar	0	1	11
Malta and Corfu	0	2	3
Madeira.....	0	1	8
Brazil.....	0	2	7
America.....	0	1	3
Buenos Ayres (a).....	0	2	7
Jamaica and Leeward Islands	0	1	3
Carthagenas and Mexico (a).....	0	2	1
Leeward Islands and Demerara	0	1	3
La Guayra.....	0	2	1

Cape of Good Hope, Isle of France, Bombay, Ceylon, Madras, Bengal, Bencolen, and Prince of Wales's Island, full *inland postage* to the port where the ship may be, and *2d. sea postage* (in addition) for every letter not exceeding 3 ounces, and 1s. for every ounce above, as mentioned hereafter under this title.

Newspapers and Price Currents on which the stamp duty has been paid, are forwarded to the coast of Africa, St. Helena, Batavia, New South Wales, Surinam, Havannah, Hayti, Honduras, and all places, *where there are no packets*, at half the packet rates. As to East Indies, &c. see next page.

SAILING OF PACKETS.

For Lisbon every Tuesday.

- ... Gibraltar, Malta, and Corfu, first Tuesday each month.
- ... Madeira and Brazil, first Tuesday each month.
- ... Buenos Ayres, third Tuesday each month.
- ... America, first Wednesday each month.
- ... Jamaica, Leeward Islands, Carthagenas and Mexico, first Wednesday each month.
- ... Leeward Islands, Demerara, and La Guayra, third Wednesday each month.

RETURN OF PACKETS.

To Jamaica and back.....	about 16 weeks
.. America.....	15
.. Leeward Islands	13
.. Malta.....	14
.. Brazils	20
.. Buenos Ayres	22

From July to December inclusive, the packet touches at Pernambuco and Bahia on her outward passage to Rio Janeiro, and the other six months on her homeward passage.

Newspapers. If any person shall knowingly or wilfully, directly or indirectly, send or carry out of Great Britain, any newspaper, the same not being printed on paper duly stamped according to law, such person shall forfeit, for every such offence, £100. 38 Geo. 3. c. 78. § 20.

How Persons bringing Letters to Post Office, and paying Rate, may forward them. His Majesty's postmasters may receive letters and packets directed to places within His Majesty's dominions, and to kingdoms and countries beyond the seas, from any person who may bring the same to any post office in Great Britain, and who may be desirous to forward such letters themselves, and to affix upon each letter or packet such stamp as the post-

(a) See note (a) in preceding page.

masters shall order, and thereupon to receive, for the use of His Majesty, a rate of postage of one third part of the rates payable by law for such letters and packets, if the same were conveyed by packet boats, and in cases where no rate of postage is already established, then to take such rates as nearly as can be ascertained equal to one third part of what is now paid for letters sent beyond the seas, and upon payment thereof to return such letters and packets to the persons bringing the same; and such persons may forward such letters and packets to the places to which they may be directed, by any vessels that they may think proper, not being packet boats, without incurring any penalty therefore, and without payment of any other rate. 54 Geo. 3. c. 169. § 3.

How Persons may collect Letters and forward them.—Letters to be Stamped.—Rates. His Majesty's postmasters may authorize any person whatsoever to collect letters and packets in Great Britain directed to places within His Majesty's dominions, and to kingdoms and countries beyond the seas, for the purpose of being forwarded according to their directions by any vessels other than packet boats, provided that such persons shall, previous to forwarding the same, bring such letters and packets to the post office of the place to have a stamp put thereon, which stamp, the postmaster general and his deputies are to put thereon, and to take the same rates of postage as are hereby made payable for letters and packets to be forwarded by persons bringing the same in manner hereinbefore provided; and upon such payment being made, to return such letters and packets to the persons so to be licensed, and it shall be lawful for such authorized persons to forward such letters and packets by any vessels that they may think proper, not being packet boats, without incurring any penalty therefore, and without payment of any other rate of postage. § 4.

East India Company. This act shall not prevent the East India Company, nor their court of directors, from sending and receiving, to and from any of their governments and servants abroad, all packets, letters, and papers whatsoever, relating to the affairs, business, and concerns of the company, and of their several governments abroad, in the manner heretofore accustomed by the company and their court of directors, without payment of any postage or duty, nor to subject any person to any penalty or forfeiture in respect thereof. § 15.

Rates for Letters and Packets from India. The postmasters may take, for every letter or packet which shall be brought into Great Britain by any vessel arriving from Ceylon, the Mauritius, or any place within the limits of the charter of the East India Company or from the Cape of Good Hope, the rates following; viz. for every such letter or packet, a sea postage of 4d. provided the same shall not exceed the weight of three ounces; and for every letter or packet exceeding the weight of three ounces, a sea postage of 1s. per ounce, in addition to any inland or internal postage which may arise upon the inland conveyance of such letters and packets. And for the encouragement of the masters or commanders of such vessels, the postmasters may allow to every such commander or master the sum of 2d. a letter or packet, upon all such letters and packets as he respectively, on their arrival from Ceylon, the Mauritius, or any place within the limits of the charter of the East India Company, or from the Cape of Good Hope, shall deliver unto the deputies of the postmaster general, according to the directions hereinafter contained. 59 Geo. 3. c. 111. § 3.

How Letters may be forwarded to India.—Rates for Letters and Packets

to India. His Majesty's postmasters may collect and receive letters and packets of letters directed to Ceylon, the Mauritius, or any place within the limits of the company's charter, or to the Cape of Good Hope, and to forward the same by any vessels that they shall think fit; and also the postmasters may take, for every letter or packet that shall be delivered to them, for conveyance in manner hereinbefore specified, the rates following; that is to say, for every such letter *a sea postage* of 2*d.* provided the same shall not exceed the weight of three ounces: and for every letter or packet exceeding in weight three ounces, *a sea postage* at the rate of 1*s.* per ounce. § 4.

Letters, &c. forwarded otherwise than through Post Office. Nothing herein shall oblige any person to send any letters or packets of letters, or any newspapers, or printed prices current, or any other printed papers, to the East Indies, or to the islands of Ceylon or the Mauritius, or any place whatsoever within the limits of the charter of the company, or to the Cape of Good Hope, through His Majesty's post office, but it shall be lawful for all persons to send letters and packets of letters, newspapers, printed prices current, and other printed papers to those places in any manner that they may find practicable and convenient. § 6.

Commanders to take Bags. The commanders of all vessels bound to Ceylon, the Mauritius, or any place within the limits of the charter of the company, or to the Cape of Good Hope, are hereby required to receive on board their respective ships any bags of letters and packets which shall be tendered to them for conveyance as aforesaid by the postmaster general, or his deputies, without receiving or being entitled to receive any remuneration for such conveyance. § 7.

Commanders refusing to receive, or neglecting to deliver. In case any such commander shall refuse to receive on board his ship any such bag of letters and packets, which shall be so tendered to him, or having received on board any such bag, shall wilfully neglect to deliver the same on his arrival at the place of his destination, in either of such cases, such commander shall forfeit a penalty of £200. § 8.

Court of directors and secret committee may receive and send letters free of postage. § 9.

Letters from Company's Agents. Court of directors, secret committee, and secretary or assistant secretary of the company, may receive from any officer or agent of the company abroad any letters or packets entirely relating to the affairs of the company by ships in the service of the company, in the manner heretofore accustomed, without payment of any postage, and without subjecting any person to any penalty or forfeiture in respect thereof. § 10.

Commissioners for Affairs of India. The commissioners for the affairs of India, and the chairman and deputy chairman of the East India Company, may send and receive letters and packets to and from Ceylon, the Mauritius, or any place within the limits of the charter of the company, or to and from the Cape of Good Hope, free from all duty of postage; provided that no such letter or packet exceed the weight of three ounces. § 11.

Public Officers. Nothing in this act shall extend to prevent such public officers as may now send and receive letters and packets free of postage, from sending and receiving letters and packets free from any postage directed to be paid by this act, in the same manner as they are now authorized by law. § 12.

Secretary of Board of Controul. The secretary to the board of commissioners

sioners for the affairs of India may send and receive letters and packets by the post free from the duty of postage, in the same manner as the under secretaries to His Majesty's principal secretaries of state. § 13.

Letters from Governor of Ceylon, &c. Nothing in this or any other act shall charge with the duty of postage any letters or packets addressed by the governors of His Majesty's settlements of Ceylon, the Cape of Good Hope, or the Mauritius, or by the secretaries of such governments respectively, to the agents of those respective governments residing in England, or by such agents to such governors or secretaries: provided, that the contents of such letters and packets relate *bonâ fide* to the public service or concerns of such governments, and such governor, secretary, or agent, respectively, superscribe the same. § 14.

Directors. The directors of the company may receive letters and packets free from sea postage, from any place within the limits of the charter of the company, by ships in the service of the company: provided that the letters and packets brought by any one such ship, to be received by any such director, do not collectively exceed the weight of six ounces; and that such persons as shall have been directors may continue to receive such letters and packets free from postage for one year after they respectively shall have ceased to be directors. § 15.

Owners of Vessels. The owners, charterers, or consignees of vessels, resident in Great Britain, may receive their letters by their own vessels, from Ceylon, the Mauritius, or any place within the limits of the charter of the company, or from the Cape of Good Hope, free from sea postage; provided that such owners, charterers, or consignees shall be described as such in the address and superscription of such letters, and that such letters brought by any one vessel to any one owner, charterer, or consignee, shall not collectively exceed the weight of 20 ounces. § 16.

Owners or Consignees of Goods. The owners or consignees of goods on board ships arriving from Ceylon, the Mauritius, or any place within the charter of the company, or from the Cape of Good Hope, may receive letters free from the sea postage by such ships; provided that such owners or consignees shall be described as such in the address and superscription thereof; and provided it shall appear by the ship's manifest, that such persons actually have goods on board such ships; and that the letters brought by any one such ship, for any one such owner or consignee, shall not collectively exceed the weight of six ounces. § 17.

Falsely superscribing Letters. If any person whatsoever shall falsely superscribe any letter, as being the owner, charterer, or consignee of the vessel conveying the same, or the owner, shipper, or consignee of the goods shipped in the vessel, every such person so offending shall for every such offence forfeit £10. § 18.

How owners, &c. may obtain Letters. Such owners, charterers, consignees and shippers, may on the account of such ship obtain such letters as they respectively may be entitled to receive free of sea postage, from the master of such ship, before he shall make his delivery at the post office; but such owners or consignees shall not take away any letters not within the limitation. § 19.

Owners' Letters exceeding Weight. In case any officer of customs shall find any letter superscribed as the letters of such owners, &c. exceeding the weight limited by this act, then such officer may seize so many of the letters as shall reduce the remainder within the proper weight, and he shall take the same to the nearest post office; and the postmaster of the place shall pay to the officer 6*d.* for each letter or packet so seized. § 20.

Masters

Masters of Vessels on Arrival to collect, &c. Letters.—*Declaration.* On the arrival of any vessel off the coast of Great Britain, the master shall cause all letters on board his ship (except such letters as may be obtained by such owners, charterers, consignees, and shippers, and except letters and packets exceeding the weight of three ounces) to be collected, and enclosed in some bag, box, or other envelope, to be sealed with his seal, and to be addressed to any of His Majesty's deputy postmasters in Great Britain, to be in readiness to send on shore by his own boat or by the pilot boat, or any other safe and convenient opportunity, in order that the same may be delivered at the first regular post office which can be communicated with, and be distributed thence by the earliest inland posts; and shall likewise cause all letters and packets exceeding the weight of three ounces (except the letters of owners, &c. as aforesaid), to be collected as aforesaid, and shall deliver the same at the regular place where the vessel shall report, and shall at such place sign a declaration in the presence of the person authorized by the postmaster general at such place, who shall also sign the same; which declaration shall be in the form or to the effect following; that is to say,

"I A. B. commander of the [state the name of the ship or vessel] arrived from [state the place] do, as required by law, solemnly declare, that I have, to the best of my knowledge and belief, delivered, or cause to be delivered to the post office, every letter, bag, package, or parcel of letters that were on board the [state the name of the ship,] except such letters as are exempted by law."

And that until such declaration shall be produced to the proper officer of customs, he shall not permit such vessel to report. § 21.

Refusing to make Declaration. If any master of any vessel shall willingly refuse or neglect to make or produce the declaration, he shall forfeit for every such offence £50. § 22.

Letters on Board. If, after the master of any vessel shall have sent his letters to the post office of any port at which he may touch, prior to his arriving at that port where the vessel is to report, any letter or packet not exempted by this act shall be found on board his vessel, every such person knowingly having such letter, shall forfeit for every letter £5. § 24.

Officers to search Packages. Such officer of customs, who shall discover any letters or packets on board any vessel, contrary to this act, may seize and forward the same to the postmaster general or his deputy at the place. § 25.

Breaking Seals of Packages of Letters. If any person to whom any letters may be entrusted shall break the seal, open, or not duly deliver the same without wilful or unavoidable delay, he shall forfeit for every such offence £20. § 26.

Rates to Buenos Ayres and other Parts of South America. For the port and conveyance of all letters and packets that shall be conveyed by packet boats from or to the port of Falmouth, or from or to any other convenient port in the United Kingdom of Great Britain and Ireland, to or from Buenos Ayres, or any other port on the continent of South America, over and above all other rates payable for conveyance of such letters and packets within the United Kingdom, a packet postage, according to the rates and sums in sterling money hereinafter mentioned, viz.

Single letter	0	2	5
Double	0	4	10
Treble	0	7	3
And for every ounce weight	0	9	8

5 Geo. 4. c. 10. § 1.

Former

Former Acts. From the establishment of packet boats for the purposes aforesaid, all things contained in any act of parliament relating to the post office, shall extend to letters and packets to be conveyed between the United Kingdom and Buenos Ayres, or any other port on the continent of South America. § 2.

Fresh Packets and Rates. From the establishment of any packet boats to any of His Majesty's colonies or other foreign parts, it shall be lawful for His Majesty's postmaster general, and his deputies, with the consent of the lords commissioners of the treasury, to take, for the port and conveyance of letters and packets carried by such packet boats which may hereafter be established, such rates of packet postage as shall be equal in proportion to the rates by this act made payable for the port or conveyance of letters and packets between Buenos Ayres or any other port on the continent of South America. § 3.

Rates to be authorised by Parliament. As soon as conveniently may be after the next session of parliament succeeding the establishment of such rates, the receipt of such packet rates of postage as may then be judged necessary and expedient shall be by such session of parliament authorised by law. § 4.

Over and above all other rates payable *within* the United Kingdom, *viz.* *Columbia or Mexico, viz.*

Single letter to or from any port in Columbia or Mexico ..	0	2	1
Double letter	0	4	2
Treble letter	0	6	3
For every ounce, and so in proportion	0	8	4

West Indies, viz.

And for the port and conveyance of letters and packets that shall be conveyed by any of His Majesty's packets from or to any port in the British colonies in the West Indies, to or from any port in Colombia or Mexico, the rates following, *viz.*

Single letter	0	1	0
Double letter	0	2	0
Treble letter	0	3	0
For every ounce in weight, and so in proportion	0	4	0

6 Geo. 4. c. 44.

St. Domingo. It shall be lawful for His Majesty's postmaster general, and his deputies, for the use of His Majesty, to demand and take, for the port and conveyance of letters and packets that shall be conveyed by packet boats from or to the port of Falmouth, or from or to any other convenient port in the United Kingdom of Great Britain and Ireland, to or from any port in the island of St. Domingo in the West Indies (over and above all other rates payable for the conveyance of such letters and packets within the said United Kingdom), a packet postage according to the rates and sums, in sterling money, herein-after mentioned, *viz.*

Single letter	0	1	3
Double letter	0	2	6
Treble letter	0	3	9

And for every ounce in weight, five shillings; and so in proportion for every packet or letter above the weight of an ounce.

Cuba. And for the port and conveyance of letters and packets that shall be conveyed by packet boats from or to Falmouth, or from or to any other convenient port in the United Kingdom, to or from any port in the island of Cuba in the West Indies (over and above all other rates payable

for the conveyance of such letters and packets within the United Kingdom), a packet postage according to the rates and sums, in sterling money, herein-after mentioned, viz.

Single letter	0	2	1
Double letter	0	4	2
Treble letter	0	6	3

And for every ounce in weight, eight shillings and four-pence; and so in proportion for every packet or letter above the weight of an ounce.

7 and 8 Geo. 4. c. 6. § 1.

When Rates to be paid. The several rates of postage chargeable and payable under this act for the port of letters and packets from the United Kingdom to St. Domingo or Cuba aforesaid, shall, in addition to and together with any inland rates to which such letters and packets may be liable, be paid on putting the same into the post-office of the town or place in Great Britain or Ireland whence any such letter is intended to be sent by post. § 2.

Great Britain and Ireland.—Postage on Letters. In lieu of all duties of postage granted under any acts in force in Great Britain and Ireland respectively, upon letters conveyed from either of these parts of the United Kingdom to the other, there shall be paid the like rates of postage, according to the distances which such letters are conveyed, as would be payable on the conveyance of letters from place to place in Great Britain, in addition to the separate rates of packet postage now payable, and also to the several rates of duty payable under the acts for building the Menai and Conway bridges respectively; the whole being according to the following schedule: 7 and 8 Geo. 4. c. 21. § 1.

DISTANCE.

If the distance of such places shall not exceed 15 miles, British measure
If such distance shall exceed 15, and shall not exceed 20 such miles
20 30 50 80 120 170 230 300 400 500 600 700

Letters and packets conveyed by packet boats between the ports of Portpatrick and Donaghadee, a packet postage over and above all other rates
Letters and packets conveyed by packet boats from or to Holyhead or Milford Haven, to or from any port in Ireland, a packet postage over and above all other rates
Letter and packets conveyed by packet boats to or from Liverpool, from or to Dublin, or any other port in Ireland, a packet postage over and above all other rates
Provided that no letter sent by way of Liverpool shall be chargeable with a higher rate of postage than if it were sent by way of Holyhead.
Letters and packets to and from any part of Great Britain or Ireland, by way of Dublin and Holyhead, in addition to all other rates (Menai Bridge)
Letters and Packets to and from any part of Great Britain or Ireland, by way of Conway and Chester, in addition to all other rates (Conway Bridge)
And so in proportion in all the aforesaid cases for any other letter or packet of greater weight than an ounce.

Single Letter.	Double Letter.	Treble Letter, or other under an Ounce Weight.		For every Ounce Weight, and for every Packet not exceeding an Ounce in Weight.	
s d	s d	s	d	s	d
0 4	0 8	1	0	1	4
0 5	0 10	1	3	1	8
0 6	1 0	1	6	2	0
0 7	1 2	1	9	2	4
0 8	1 4	2	0	2	8
0 9	1 6	2	3	3	0
0 10	1 8	2	6	3	4
0 11	1 10	2	9	3	8
1 0	2 0	3	0	4	0
1 1	2 2	3	3	4	4
1 2	2 4	3	6	4	8
1 3	2 6	3	9	5	0
1 4	2 8	4	0	5	4
1 5	2 10	4	3	5	8
0 4	0 8	1	0	1	4
0 2	0 4	0	6	0	8
0 8	1 4	2	0	2	8
0 1	0 2	0	3	0	4
0 1	0 2	0	3	0	4

Former Packet Postage. No other packet postage shall in any case be demanded or paid or payable for letters or packets between Great Britain and Ireland, other than such as is before specified, and all rates or duties of packet postage between Great Britain and Ireland, under any act passed at any time before the passing of this act [May 28, 1827], shall cease and are hereby repealed. § 2.

Parliamentary Proceedings sent to Colonies. It shall be lawful for His Majesty's postmaster general, and his deputies for the use of His Majesty, to demand and receive for the conveyance of printed votes and proceedings in parliament, by packet boats, from Great Britain and Ireland to any of His Majesty's colonies and possessions beyond the seas, after the rate of one penny halfpenny, and no more, for every ounce weight thereof, and so in proportion, in lieu of any sum payable under any act in force immediately before the passing of this act [May 28, 1827], the same to be paid when the said printed votes and proceedings shall be put into the post office; provided every such printed vote and proceeding shall be without a cover, or in a cover open at the sides; and that there be no writing thereon other than the superscription; and that there be no other paper or thing inclosed or concealed therein. § 4.

Colonial Legislative Proceedings sent to Great Britain. It shall be lawful for His Majesty's postmaster general, and his deputy and deputies, in His Majesty's colonies and possessions beyond the seas, to receive any votes, proceedings, or other public papers, printed by order or under the authority of the legislative assemblies of any such colonies or possessions, for conveyance by packet boats to Great Britain and Ireland; and for His Majesty's postmaster general, and his deputies, in Great Britain and Ireland, for the use of His Majesty, to demand and receive for the conveyance of every such vote, proceeding, or other printed paper, after the rate of one penny halfpenny for every ounce weight thereof, and so in proportion; to be paid on delivery thereof to the persons to whom the same shall be addressed in Great Britain or Ireland; provided every such paper shall be without a cover, or in a cover open at the sides; and that there be no writing thereon other than the superscription; and that there be no other paper or thing inclosed or concealed therein. § 5.

Newspapers brought into Great Britain and Ireland by Merchant Ships. It shall be lawful for His Majesty's postmaster general in Great Britain and Ireland, and for his deputies, for the use of His Majesty, to demand and receive, for the conveyance of every newspaper printed within His Majesty's colonies and possessions beyond the seas, brought into Great Britain and Ireland, by any ship other than a packet, and delivered by the commander of any such ship at any post office with the ship's letters, the sum of three-pence, on the delivery thereof to the person to whom the same shall be addressed; provided every such paper be sent without a cover, or in a cover open at the sides; and that there be no writing thereon other than the superscription; and that there be no other paper or thing inclosed or concealed therein. § 6.

How Pamphlets, Magazines, &c. may be sent to Colonies. It shall be lawful for His Majesty's postmaster general, and his deputies, to receive at the port of Falmouth any pamphlet, magazine, review, or other periodical publication, for conveyance by packet boat to any of His Majesty's colonies or plantations; and to demand, and take for the conveyance of every such pamphlet, magazine, review, or publication, not exceeding six ounces in weight, the sum of one shilling, and the further sum of
three-pence

three-pence per ounce for any weight beyond the weight of six ounces; every fraction of an ounce to be charged as one ounce: provided always that every such pamphlet, magazine, review, and publication, be sent without a cover, or in a cover open at the sides; and that there be no writing thereon other than the superscription; and that there be no other paper or thing inclosed or concealed therein. § 7.

Letters to and from Howth and Dunmore. Letters and packets from or to any place in Great Britain, directed to or sent from Howth or Dunmore, or within the delivery and vicinity thereof respectively, shall not be chargeable with or subject or liable to any increase of postage in respect of being so carried to or from Dublin or Waterford, nor to any other or greater amount of postage than according to the actual distance between Howth and Dunmore respectively and the town or place in Great Britain from or to which they shall be sent, according to the rates before specified. § 8.

When Newspapers to be sent. Every printed newspaper or other printed papers liable to the stamp duty, and for the conveyance of which any duty of postage is chargeable under any act in force in Great Britain or Ireland, shall in all cases be put into the post office for the place in Great Britain or Ireland in or at which such newspapers shall be published, on any day within seven days next after the day on which the same shall be published, the day of publication to be ascertained by the date of such paper, and in case any such paper be put into any post office at any time after the expiration of such seven days, such paper shall be charged with a rate of postage equal to that of a single letter sent by the post from the place where such paper was published to the place to which such paper shall be addressed. § 12.

Merchants' Accounts, &c., and Letters to more than one Person. Merchants' accounts, bills of exchange, stamped receipts, invoices, bills of lading, and proceedings at law, written on one and the same piece of paper with a letter, shall be allowed and taken without rate in the price of the letter, and any piece or sheet of paper upon which letters to several and distinct persons shall be written shall not be charged or chargeable with any higher rate of postage in Great Britain or Ireland than if one letter only were written upon such sheet or piece of paper. § 13.

Detention of Letters on board Ships arriving in Great Britain. It shall be lawful for any person, thereunto duly authorized and appointed by the postmaster general of Great Britain or by the postmaster general of Ireland, to demand and receive from the master, or commander, of any vessel arriving at or off any port in Great Britain or Ireland, all such letters and packets on board the same as are not exempted by law; and the master or commander of any such vessel, is hereby required forthwith to deliver such letters and packets to the person or persons authorized to demand and receive the same; and it shall be lawful for the master, or commander, of such ship or vessel, to retain on board any letters or packets exceeding the weight of three ounces, until his arrival at the regular place of discharge of such vessel; and in case any letter or packet not exceeding the weight of three ounces, not being exempted by law, be found on board any such vessel, or in the possession of the master or commander, or of any of the passengers or crew, at any time after the time when letters shall have been demanded or delivered as aforesaid, every penalty payable by law in respect of letters found in the possession of the master of any vessel after delivering his letters at the post office of any port at which he may touch prior to his arriving at the port where

the vessel is to report, or in the possession of any of the crew, or in the possession or baggage of any passenger on board, shall attach and be payable in respect of every letter or packet, not exceeding the weight of three ounces, which shall be so found after such demand and delivery as is required by this act; and every such penalty shall be paid and payable by the person in whose possession or baggage any such letter or packet shall be discovered. § 14.

Letters to Officers of the Army, &c. Whenever it shall happen that any letter be addressed to any commissioned officer of the army, navy, or ordnance, or any of the departments belonging thereto respectively, at any place where such officer shall have been employed on actual service, and that before the delivery of such letter such officer shall have removed from such place in the execution of his duty in the public service, such letter shall not be charged with any postage for the conveyance of the same to any place at which such letter may be ultimately delivered, above or beyond the rate of postage payable for the same on delivery at the place to which such letter was originally directed. § 15.

OATHS.

Before whom Proof on Oath may be made. From 5th January, 1826, in all cases wherein proof on oath shall be required by any law, or shall be necessary for the satisfaction or consideration of the commissioners of customs, in any matter relating to any business under their management, the same may be made before the collector or controller of customs, at the port where such proof shall be required to be made, or before the persons acting for them respectively, and who are hereby authorised to administer the same. 6 Geo. 4. c. 106. § 28.

Examinations by Surveyors General, or Inspectors General, or Collectors and Controllers on Oath. Upon examinations and inquiries made by any surveyor general of customs, or any inspector general of customs, for ascertaining the truth of facts relative to the customs, or the conduct of officers or persons employed therein, and upon the like examinations and inquiries made by the collector and controller of any outport in the United Kingdom, or of any port in the Isle of Man, or made by any person in any of the British possessions abroad, appointed by the commissioners of customs to make such examinations and inquiries, any persons examined before him as a witness shall deliver his testimony on oath, to be administered by such of the surveyors general, or such of the inspectors general, or such collector and controller, or such person as shall examine him, and who are hereby authorised to administer such oath; and if such person be convicted of making a false oath, touching any of the facts so testified on oath, or of giving false evidence on such his examination on oath, in conformity to this act, every such person so convicted shall be deemed guilty of perjury, and shall be liable to the pains and penalties to which persons are liable for wilful and corrupt perjury. § 31.

PORTS AND QUAYS.

Power to appoint Ports and Quays. It shall be lawful for His Majesty, by his commission out of the court of exchequer, from time to time to appoint any port, haven, or creek, in the United Kingdom, or in the Isle of Man, and to set out the limits thereof, and to appoint the proper places within the same, to be legal quays for the lading and unlading of goods: provided, that all ports, havens, and creeks, and the respective limits thereof, and all legal quays appointed and set out, and existing as such

such on the 5th January, 1826, under any law till then in force, shall continue to be such ports, havens, creeks, limits, and legal quays respectively, as if the same had been appointed and set out under the authority of this act. 6 Geo. 4. c. 107. § 135.

Sufferance Wharfs. It shall be lawful for the commissioners of customs, from time to time, by any order under their hands, to appoint places to be sufferance wharfs, for the lading and unlading of goods by sufferance, to be duly issued by them, or by the proper officers under their directions, in such manner and in such cases as they shall see fit. § 136.

RETURN OF DUTY.

When and how to be paid. If any duty of customs shall have been overpaid, or if after any duty of customs shall have been charged and paid, it appear that the same had been charged under an erroneous construction of the law, it shall not be lawful to return any such overcharge, unless the right to the same shall have been acknowledged or judicially established, and unless the same be duly claimed within three years from the date of such payment. 6 Geo. 4. c. 107. § 123.

SAMPLES.

Officers to take Samples. It shall be lawful for the officers of customs to take such samples of any goods as shall be necessary for ascertaining the amount of any duties payable on the same; and all such samples shall be disposed of and accounted for in such manner as the commissioners of customs shall direct. 6 Geo. 4. c. 107. § 121.

SALVAGE.

How Salvor may sell Goods to defray Salvage. From 5th January, 1826, it shall be lawful for the owner or salvor of any property liable to the payment of duty saved from sea, and in respect of which any sum shall have been awarded, or any sum shall have been paid, or agreed to be paid by the owner thereof or his agent, to the salvors to defray the salvage, to sell so much of the property as will be sufficient to defray the salvage, or such other sum; and upon the production of an award to the commissioners of customs, or upon proof to the satisfaction of the commissioners that such sum of money has been paid, or has been agreed to be paid, the commissioners are to allow the sale of such property, *free from the payment of all duties*, to the amount of such sum: provided, that if such owner or salvor shall be dissatisfied with any determination of the commissioners, it shall be lawful for such owner or salvor to refer any such determination of the commissioners to the High Court of Admiralty, and in that case such sale shall be suspended until the decision of such court shall have been had thereon. 6 Geo. 4. c. 107. § 47.

What Duties Foreign Goods, Derelict, &c. to be subject to.—How Lord of Manor or Salvor may retain Goods. All foreign goods, derelict, jet-sam, flotsam, and wreck, brought or coming into the United Kingdom, or into the Isle of Man, shall at all times be subject to the same duties as goods of the like kind imported into the United Kingdom respectively are subject to. Persons having possession of goods, and not giving notice thereof within 24 hours, to forfeit £100. Persons altering goods, or opening packages before they are put in a warehouse under the care of officer, to forfeit £100. In default of payment of duties within 18 months, goods to be sold. Lord of manor having claim to goods to give bond for payment of duties within one year and one day, or to deliver them in original state to officers of customs. § 48.

PART V.

VESSELS AND BOATS.

REGISTRY ACTS.

6 Geo. 4. c. 110.

No Vessel to enjoy Privileges until Registered.—Certificates of Registry.
No vessel shall be entitled to any of the privileges or advantages of a British registered ship, until the persons claiming property therein shall have caused the same to be registered in manner hereinafter mentioned, and shall have obtained a certificate of such registry from the persons authorized to make such registry, and grant such certificate as hereinafter directed; the form of which certificate shall be as follows: *viz.*

“ This is to certify, that in pursuance of an act passed in the sixth year of the
“ reign of King George the Fourth, intituled An Act [here insert the title of this
“ act, the names, occupation, and residence of the subscribing owners], having
“ taken and subscribed the oath required by this act, and having sworn that [he or
“ they] together with [names, occupations, and residence of non-subscribing own-
“ ers] [is or are] sole owner or owners, in the proportions specified on the back
“ hereof, of the ship or vessel called the [ship’s name], of [place to which the
“ vessel belongs], which is of the burthen of [number of tons], and whereof [mas-
“ ter’s name] is master, and that the said ship or vessel was [when and where built,
“ or condemned as prize, referring to builder’s certificate, judge’s certificate, or
“ certificate of last registry, then delivered up to be cancelled], and [name and em-
“ ployment of surveying officer] having certified to us, that the said ship or vessel
“ has [number] decks and [number] masts, that her length from the fore part of
“ the main stem to the after part of the stern post aloft is [number of feet and
“ inches], her breadth at the broadest part [stating whether that be above or be-
“ low the main wales] is [number of feet and inches], her [height between decks,
“ if more than one deck, or depth in the hold, if only one deck], is [number of feet
“ and inches], that she is [how rigged] rigged with a [standing or running] bow-
“ sprit, is [description of stern] sterned [carved or clinker], built, as [whether any
“ or no] gallery, and [kind of head, if any] head; and the said subscribing owners
“ having

“ having consented and agreed to the above description, and having caused sufficient security to be given, as is required by the said act, the said ship or vessel called the [name] has been duly registered at the port of [name of port]. Certified under our hands at the custom house, in the said port of [name of port], this [date] day of [name of month], in the year [words at length].

“ [Signed] Collector.
“ [Signed] Controller.”

And on the back of such certificate of registry there shall be an account of the parts or shares held by each of the owners mentioned and described in such certificate, in the form and manner following :

Names of the several owners within	Number of sixty-fourth shares held by
mentioned.	each owner :
“ [Name] _____	Thirty-two.
“ [Name] _____	Sixteen.
“ [Name] _____	Eight.
“ [Name] _____	Eight.]
“ [Signed]	Collector.
“ [Signed]	Controller.” § 2.

Who authorized to make Registry and grant Certificates in United Kingdom and Possessions abroad. The persons authorized and required to make such registry and grant such certificates shall be the collector and controller of customs in any port in the United Kingdom of Great Britain and Ireland, and in the Isle of Man respectively, in respect of vessels to be there registered; and the principal officers of customs in the island of Guernsey or Jersey, together with the governor, lieutenant governor, or commander in chief of those islands respectively, in respect of vessels to be there registered; and the collector and controller of customs of any port in the territories to His Majesty belonging in Asia, Africa, and America, together with the governor, lieutenant governor, or commander in chief of such territories respectively, in respect of vessels to be there registered; and the collector of duties at any port in the territories under the government of the East India Company, and other territories belonging to His Majesty within the limits of the charter of the company, payable to the company, or any other person of the rank, in the company's service, of senior merchant, or of six years' standing in the said service, being respectively appointed to act in the execution of this act, by any of the governments of the company in India, in any ports in which there shall be no collector and controller of customs, in respect of vessels to be there registered; and the governor, lieutenant governor, or commander in chief of Malta, Gibraltar, Heligoland, and Cape of Good Hope, respectively in respect of vessels to be there registered; provided always, that no vessel shall be registered at Malta, Gibraltar, or Heligoland, except such as are wholly of the built of those places respectively,

and such vessels shall not be registered elsewhere; (a) and such ships or vessels so registered shall *not be entitled to the privileges and advantages of British ships in any trade between the United Kingdom and any of the territories in America to His Majesty belonging*; provided also, that wherever by this act it is directed that any act or thing shall be done by, to, or with any collector or controller of customs, the same shall or may be done by, to, or with the principal officers of customs in the islands of Guernsey or Jersey, together with the governor, lieutenant governor, or commander in chief of those islands respectively and also by, to, or with such collector or other person in India in the service of the East India Company as aforesaid, and also by, to, or with the governor, lieutenant governor, or commander in chief of Malta, Gibraltar, Heligoland, or Cape of Good Hope, and according as the same thing is to be done at the said respective places, and within the jurisdiction of the several persons respectively; provided also, that wherever in and by this act it is directed or provided that any thing shall be done by, to, or with the commissioners of customs, the same shall or may be done or performed by, to, or with the commissioners in England, Ireland, or Scotland, and also by, to, or with the governor, lieutenant governor, or commander in chief of any place where any vessel may be registered under the authority of this act so far as such thing can be applicable to the registering of any vessel at such place. § 3.

Ships exercising Privileges before Registry. In case any vessel, not being duly registered, and not having obtained such certificate of registry, shall exercise any of the privileges of a British ship, the same shall be subject to forfeiture, and also all the guns, furniture, ammunition, tackle, and apparel to the vessel belonging, and may be seized by any officer or officers of customs; provided that nothing in this act shall extend to affect the privileges of any vessel which shall have been registered by virtue of any act which was in force for the registry of British ships, and granting

(a) By 7 & 8 Geo. 4. c. 56. § 8. so much of the above act as prohibits the registering at Malta or Gibraltar, of any vessel other than such as are of the built of those places, is *repealed*: provided that no vessel which shall have been registered at Malta or Gibraltar shall afterwards be registered elsewhere; and that no such vessel shall be entitled to the privileges or advantages of British ships in any trade between the United Kingdom and any of the colonies, plantations, islands, or territories in America to His Majesty belonging.

Mediterranean Passes. From October 10, 1828, no Mediterranean pass shall be issued for the use of any ship, as being a ship belonging to Malta or Gibraltar, except such as be duly registered at those places respectively, or such as, not being entitled to be so registered, shall have wholly belonged, before the 10th October, 1827, and shall have continued wholly to belong, to persons actually residing at those places respectively, as inhabitants thereof, and entitled to be the owners of British ships there registered, or who, not being so entitled, shall have so resided upwards of five years.

certificates

certificates thereof prior to Dec. 31, 1823, or by virtue of any act which was in force on Jan. 5, 1826, until such time as such vessels shall be required by this act to be registered *de novo* under the regulations thereof. § 4.

What Ships entitled to be registered. No vessel shall be registered, or having been registered, shall be deemed to be duly registered by virtue of this act, except such as are wholly of the built of the United Kingdom, or of the Isle of Man, or of the islands of Guernsey or Jersey, or of some of the colonies, plantations, islands, or territories in Asia, Africa, or America, or of Malta, Gibraltar, or Heligoland, which belong to His Majesty, at the time of the building of such vessels, or such vessels as shall have been condemned in any court of admiralty as prize of war, or such vessels as shall have been condemned in any competent court as forfeited for the breach of the laws made for the prevention of the slave trade, and which shall wholly belong and continue wholly to belong to His Majesty's subjects, duly entitled to be owners of vessels registered by virtue of this act. (a) § 5.

Vessels Repaired in Foreign Countries. No vessel shall continue to enjoy the privileges of a British ship after the same shall have been repaired in a foreign country, if such repairs shall exceed 20s. for every ton of the burthen of the vessel, unless such repairs shall have been necessary by reason of extraordinary damage sustained by such vessel during her absence from His Majesty's dominions, to enable her to perform the voyage in which she shall have been engaged, and to return to some place of the said dominions; and whenever any vessel which has been so repaired in a foreign country shall arrive at any port in His Majesty's dominions as a British registered vessel, the master of the same shall, upon the first entry thereof, report upon oath to the collector and controller of customs at such port, that such vessel has been so repaired, under penalty of 20s. for every ton of the burthen of such vessel according to the admeasurement thereof; and if it be proved to the satisfaction of the commissioners of customs, that such vessel was seaworthy at the time when she last departed from any place in His Majesty's dominions, and that no greater quantity of such repairs have been done to the vessel than was necessary as aforesaid, it shall be lawful for the commissioners, upon a full consideration of all the circumstances, to direct the collector and controller of the port where such vessel shall have arrived, or where she shall then be, to certify on the certificate of the registry of such vessel, that it has been proved to the satisfaction of the commissioners of customs, that the privileges of the ship or vessel have not been forfeited notwithstanding the repairs which have been done to the same in a foreign country. § 6.

Combination of Workmen.—Power to Privy Council to permit Owners of Vessels to proceed to Foreign Ports for Repairs. "Whereas it has recently happened that the owners of British ships have been unable to effect the necessary repairs to their vessels in British ports, by reason of combinations of workmen; and whereas it is expedient to make provisions for relief of the ship owners in such cases, in order that the voyages of British ships may not be frustrated by such means, to the great detriment of the commerce and navigation of the empire;" it is therefore enacted that for *two years* from and after the passing of this act (5th July, 1825) as often as it shall appear expedient to the lords and others of His

(a) *Levant Company.* By 7 Geo. 4. c. 48. § 27. it shall be lawful for any person who was a member of the Levant Company at the time of its dissolution, and who was a resident at any of the factories of the said company, to continue to own any share or shares in any British registered ship, of which at the time of such residence he was an owner or part owner, although such person shall continue to reside at any of the places where such factories had existed prior to the dissolution of the said company.

Majesty's privy council, it shall be lawful for them to make and issue their order in behalf of the master or owners of any such ship permitting the same to proceed to some foreign port, to be named in such order, and there to be repaired to such extent as shall be necessary for the voyage in which such ship is engaged. § 7.

Power to Privy Council to permit Vessels to proceed on Voyage with less Number of British Seamen than required by Law. "And whereas by the law of navigation British ships cannot proceed to sea unless they be navigated by a crew of which three-fourths at least are British seamen, and it has recently happened that the owners of British ships have been unable to procure proper crews for their ships, by reason of combinations of seamen;" it is therefore enacted, that for two years from and after the passing of this act, (5th July, 1825) as often as it shall appear expedient to the lords and others of His Majesty's privy council, it shall be lawful for them to make and issue their order in behalf of the master or owners of any such ship, permitting such ship to proceed upon her voyage with a less number of British seamen than is required by the law of navigation; and every vessel which shall be navigated with the number of British seamen required in such order shall be deemed to be duly navigated. § 8.

Ships declared Unseaworthy. If any vessel registered under the authority of this or any other act, be deemed or declared to be stranded or unseaworthy, and incapable of being recovered or repaired to the advantage of the owners thereof, and shall for such reasons be sold by order or decree of any competent court for the benefit of the owners of such vessel, or other persons interested therein, the same shall be deemed to be a vessel lost or broken up to all intents and purposes within the meaning of this act, and shall never again be entitled to the privileges of a British-built ship for any purposes of trade or navigation. § 9.

British Vessels Captured or Sold to Foreigners. No British vessel, which has been or shall hereafter be captured by and become prize to an enemy or sold to foreigners, shall again be entitled to the privileges of a British ship; provided that nothing in this act shall extend to prevent the registering of any vessel whatever which shall be condemned in any court of admiralty as prize of war, or in any competent court for breach of laws made for the prevention of the slave trade. § 10.

Where Ships shall be registered.—How Commissioners of Customs may permit Registry at other Ports.—Book of Registers to be kept, numbered, and transmitted. No such registry shall hereafter be made, or certificate thereof granted, by any person hereinbefore authorized to make such registry and grant such certificate, in any other place than the place to which such vessel shall properly belong, except so far as relates to such vessels as shall be condemned as prizes in any of the islands of Guernsey, Jersey, or Man, which vessels shall in future be registered in manner hereinafter directed; but every registry and certificate, granted in any place to which any such vessel does not properly belong, shall be utterly null and void to all intents and purposes, unless the officers aforesaid shall be specially authorized to make such registry and grant such certificate in any other port, by an order in writing under the hands of the commissioners of customs, which order the commissioners are authorized to issue in manner aforesaid, if they shall see fit; and at every port where registry shall be made in pursuance of this act, a book shall be kept by the collector and controller, in which all the particulars contained in the form of the certificate of the registry hereinbefore directed to be used, shall be duly entered; and every registry shall be numbered in progression, beginning such progressive numeration at the commencement

mencement of each year; and such collector and controller shall forthwith, or within one month at the farthest, transmit to the commissioners of customs a true and exact copy, together with the number of every certificate which shall be by them so granted. § 11.

To what Ports Vessels deemed to belong.—Change of subscribing Owners.—If Registry de novo cannot be made, how Ship may go One Voyage.—How Ships built in Foreign Possessions, for Owners resident in United Kingdom, may proceed on their Voyage. Every vessel shall be deemed to belong to some port at or near to which some or one of the owners, who shall take and subscribe the oath required by this act before registry be made, shall reside; and whenever such owner shall have transferred all his share in such vessel, the same shall be registered *de novo* before such vessel shall sail or depart from the port to which she shall then belong, or from any other port which shall be in the same part of the United Kingdom, or the same territory as the port shall be in: provided always, that if the owners of such vessel cannot in sufficient time comply with the requisites of this act, so that registry may be made before it shall be necessary for such vessel to sail or depart upon another voyage, it shall be lawful for the collector and controller of the port where such vessel may then be, to certify upon the back of the existing certificate of registry of such vessel, that the same is to remain in force for the voyage upon which the said vessel is then about to sail or depart: provided also, that if any vessel be built in any of the territories in Asia, Africa, or America, to His Majesty belonging, for owners residing in the United Kingdom, it shall be lawful for such vessel to proceed to any part of the United Kingdom, whether by a direct or circuitous voyage, and there to import a cargo, before registry shall have been made of such vessel; (a) provided the master of such vessel, or the agent for the owners thereof, shall have produced to the collector and controller of the port at or near to which such vessel was built, or from which she shall be cleared for her voyage as aforesaid, the certificate of the builder required by this act, and shall have made oath before such collector and controller, of the names and descriptions of the principal owners of such vessel, and that she is the identical vessel mentioned in such certificate of the builder, and that no foreigner, to the best of his knowledge and belief, has any interest therein; whereupon the collector and controller of such port shall cause such vessel to be surveyed and measured in like manner as is directed for the purpose of registering any vessel, and shall give the master of such vessel a certificate under their hands and seals, purporting to be under the authority of this act, and stating when and where, and by whom such vessel was built, the description, tonnage, and other particulars required on registry of any vessel, and the voyage for which such vessel is cleared by them; and such certificate shall, for such voyage, have all the force and virtue of a certificate of registry under this act; and such collector and controller shall transmit a copy of such certificate to the commissioners of customs. § 12.

What Persons residing in Foreign Countries not to be Owners. No person who has taken the oath of allegiance to any foreign state, except under the terms of some capitulation, unless he shall afterwards become a denizen or naturalized subject of the United Kingdom, by His Majesty's letters patent, or by act of parliament; nor any person usually residing in any country not under the dominion of His Majesty, unless he be a member of some British factory, or agent for or partner in any house or co-

(a) By 7 Geo. 4. c. 48. § 25. such certificate shall be in like force for the navigation of such ship for any voyages whatever during the term of *two years* from the date of such certificate, if such ship shall not sooner arrive at some place in the United Kingdom.

partnership actually carrying on trade in Great Britain or Ireland, shall be entitled to be the owner, in whole or in part, directly or indirectly, of any vessel required and authorized to be registered by virtue of this act. § 13.

Oath to be taken by subscribing Owners previous to Registry.—Proportion of Owners who shall subscribe and take Oath.—Form of Oath. No registry shall henceforth be made, or certificate granted, until the following oath be taken and subscribed before the persons hereinbefore authorized to make such registry and grant such certificate respectively, (which they are hereby respectively empowered to administer,) by the owner of such vessel, if such vessel is owned by or belongs to one person only; or in case there shall be two joint owners, then by both of such joint owners, if both be resident within twenty miles of the place where such register is required, or by one of such owners, if one or both of them be resident at a greater distance from such place; or if the number of such owners or proprietors shall exceed two, then by the greater part of the number of such owners or proprietors, if the greater number of them be resident within twenty miles of such place, not in any case exceeding three of such owners or proprietors, unless a greater number be desirous to join in taking and subscribing the oath, or by one of such owners, if all, or all except one, be resident at a greater distance:

I A. B. of [place of residence and occupation] do make oath, that the ship or vessel [name] of [port or place] whereof [master's name] is at present master, being [kind of built, burthen, &c. as described in the certificate of the surveying officer], was [when and where built, or if prize or forfeited, capture and condemnation, as such], and that I the said A. B. [and the other owners' names and occupations, if any, and where they respectively reside, viz. town, place, or parish, and county, or if member of and resident in any factory in foreign parts, or in any foreign town, or city, being an agent for or partner in any house or copartnership actually carrying on trade in Great Britain or Ireland, the name of such factory, foreign town, or city, and the names of such house or copartnership] am [or are] sole owner [or owners] of the said vessel, and that no other person or persons whatever hath or have any right, title, interest, share, or property therein or thereto: and that I the said A. B. [and the said other owners, if any] am [or are] truly and *bonâ fide* a subject [or subjects] of Great Britain; and that I the said A. B. have not [nor have any of the other owners to the best of my knowledge and belief] taken the oath of allegiance to any foreign state whatever, [except under the terms of some capitulation, describing the particulars thereof], or that since my taking [or his or their taking] the oath of allegiance to [naming the foreign states respectively to which he or any of the said owners shall have taken the same], I have [or he or they hath or have] become a denizen [or denizen, or naturalized subject or subjects, as the case may be] of the United Kingdom of Great Britain and Ireland, by His Majesty's letters patent, or by an act of parliament, [naming the times when such letters of denization have been granted respectively, or the year or years in which such act or acts for naturalization have passed respectively], and that no foreigner directly or indirectly hath any share or part interest in the said ship or vessel.

Provided, that if it become necessary to register any vessel belonging to any corporate body in the United Kingdom, the following oath, in lieu of the oath hereinbefore directed, shall be taken and subscribed by the secretary or other proper officer of such corporate body; viz.

I A. B. secretary or officer of [name of company or corporation], do make oath that the ship or vessel [name] of [port] whereof [master's name] is at present master, being [kind of built, burthen, &c. as described in the certificate of the surveying officer] was [when and where built, or if prize or forfeited, capture and condemnation, as such], and that the same doth wholly and truly belong to [name of company or corporation.] § 14.

Addition to Oath in Case the required Number of Owners do not attend. In case the required number of joint owners or proprietors of any vessel shall not personally attend to take and subscribe the oath hereinbefore directed to be taken and subscribed, then such owners or proprietors as shall personally attend, and take and subscribe the oath aforesaid, shall further make oath, that the part owners of such vessel then absent are not resident within twenty miles of such place, and have not to the best of their knowledge or belief wilfully absented themselves, in order to avoid the

the taking the oath, or are prevented by illness from attending to take and subscribe the oath. § 15.

Vessels to be surveyed previous to Registry.—Certificate of Survey. Previous to the registering or granting of any certificate of registry as aforesaid, some person appointed by the commissioners of customs, (taking to his assistance, if he shall judge it necessary, persons skilled in the building and admeasurement of ships) shall go on board of every such vessel as is to be registered, and shall strictly and accurately examine and admeasure every such vessel as to every particular contained in the form of the certificate hereinbefore directed, in the presence of the master, or of any other person who shall be appointed for that purpose on the part of the owners, or in their absence by the said master; and shall deliver a true and just account in writing of all such particulars of the built, description, and admeasurement of every such vessel as are specified in the form of the certificate above recited, to the collector and controller authorized to make such registry and grant such certificate of registry; and the said master or other person attending on the part of the owners, is hereby required to sign his name also to the certificate of such surveying or examining officer, in testimony of the truth thereof, provided such master or other person shall agree to the several particulars set forth therein. § 16.

Rule of Admeasurement to ascertain Tonnage. For the purpose of ascertaining the tonnage of ships or vessels, the rule for admeasurement shall be as follows; viz.

The length shall be taken on a straight line along the rabbet of the keel, from the back of the main sternpost to a perpendicular line from the fore part of the main stem under the bowsprit, from which subtracting three-fifths of the breadth, the remainder shall be esteemed the just length of the keel to find the tonnage, and the breadth shall be taken from the outside of the outside plank in the broadest part of the ship, whether that shall be above or below the main wales, exclusive of all manner of doubling planks that may be wrought upon the sides of the ship, then multiplying the length of the keel by the breadth so taken, and that product by half the breadth, and dividing the whole by ninety-four, the quotient shall be deemed the true contents of the tonnage. § 17.

Ascertaining Tonnage when Vessels are afloat. In cases where it may be necessary to ascertain the tonnage of any vessel when afloat, according to the foregoing rule, the following method shall be observed; viz.

Drop a plumb line over the stern of the ship, and measure the distance between such line and the after part of the stern post at the load water mark; then measure from the top of the plumb line, in a parallel direction with the water, to a perpendicular point immediately over the load water mark at the fore part of the main stem, subtracting from such measurement the above distance, the remainder will be the ship's extreme, from which is to be deducted three inches for every foot of the load draught of water for the rake abaft, also three-fifths of the ship's breadth for the rake forward, the remainder shall be esteemed the just length of the keel to find the tonnage; and the breadth shall be taken from outside to outside of the plank in the broadest part of the ship, whether that shall be above or below the main wales, exclusive of all manner of sheathing or doubling that may be wrought on the side of the ship; then multiplying the length of the keel for tonnage by the breadth so taken, and that product by half the breadth, and dividing by ninety-four, the quotient shall be deemed the true contents of the tonnage. § 18.

Engine Room in Steam Vessels. In each of the several rules hereinbefore prescribed, when used for the purpose of ascertaining the tonnage of any vessel propelled by steam, the length of the engine-room shall be deducted from the whole length of such vessel, and the remainder shall, for such purpose, be deemed the whole length of the same. § 19.

Tonnage, when ascertained, to be ever after deemed Tonnage of Vessel. Whenever the tonnage of any vessel shall have been ascertained according

ing to the rule herein prescribed (except in the case of vessels which have been admeasured afloat), such account of tonnage shall ever after be deemed the tonnage of such vessel, and shall be repeated in every subsequent registry of such vessel, unless it happen that any alteration has been made in the form and burthen of such vessel, or it be discovered that the tonnage of such vessel had been erroneously taken and computed. § 20.

Bond to be given at the Time of Registry. At the time of the obtaining of the certificate of registry, sufficient security by bond (a) shall be given to His Majesty by the master and such of the owners as shall personally attend as is hereinbefore required, such security to be approved of and taken by the persons hereinbefore authorized to make such registry, and grant such certificate of registry at the place in which such certificate shall be granted, in the penalties following; viz. If such vessel shall be a decked vessel, or be

Above the burthen of	15 tons and not exceeding 50 tons ..	£100
Exceeding the burthen of 50	100	300
	100	500
	200	800

If exceeding the burthen of 300 1000

and the condition of every such bond shall be, that such certificate shall not be sold, lent, or otherwise disposed of to any person whatever, and that the same shall be solely made use of for the service of the vessel for which it is granted, and that in case such vessel be lost or taken by the enemy, burnt or broken up, or otherwise prevented from returning to the port to which she belongs, or shall on any account have lost and forfeited the privileges of a British ship, or shall have been seized and legally condemned for illicit trading, or shall have been taken in execution for debt and sold by due process of law, or shall have been sold to the crown, or shall under any circumstances have been registered *de novo*, the certificate, if preserved, shall be delivered up within one month after the arrival of the master in any place in His Majesty's dominions to the collector and controller of some port in Great Britain, or of the Isle of Man, or of the British plantations, or to the governor, lieutenant governor, or commander in chief of the islands of Guernsey or Jersey; and that if any foreigner or any persons for his use and benefit shall purchase or otherwise become entitled to the whole or any part or share of or any interest in such vessel, and the same shall be within the limits of any port of Great Britain, Guernsey, Jersey, Man, or the British territories aforesaid, then the certificate of registry shall, within seven days after such purchase or transfer of property in such vessel, be delivered up to the persons authorized to make registry and grant certificate of registry at such place respectively; and if such vessel be in any foreign port when such purchase or transfer of interest or property shall take place, then that the same shall be delivered up to the British consul or other chief British officer resident at or nearest to such foreign port, or if such vessel be at sea when such purchase or

(a) *Nature of Bonds and Stamps.* All bonds given by the owners or masters of British ships upon the registering of the same, and all bonds given by the masters of British ships upon their taking the charge or command of the same, shall be deemed to be bonds for preventing frauds or evasions of the duties of customs, as well as for other purposes, and shall be liable to the same duties of stamps as any bonds given for the duties of customs, or for preventing frauds or evasions thereof, are or shall be liable to under any act for the time being in force for granting duties of stamps. 6 Geo. 4. c. 111. § 18.

transfer of interest or property shall take place, then that the same shall be delivered up to the British consul or other chief British officer at the foreign port or place in or at which the master of such vessel shall first arrive, after such purchase or transfer of property at sea, immediately after his arrival at such foreign port; but if such master or other person who had the command thereof at the time of such purchase or transfer of property at sea, shall not arrive at a foreign port, but shall arrive at some port of Great Britain, Guernsey, Jersey, Man, or His Majesty's said territories, then that the same shall be delivered up in manner aforesaid, within fourteen days after the arrival of such vessel, or of the person who had the command thereof in any port of Great Britain, Guernsey, Jersey, Man, or any of His Majesty's said territories: provided always, that if it happen that at the time of registry of any vessel the same shall be at any other port than the port to which she belongs, so that the master of such vessel cannot attend at the port of registry to join with the owners in such bond, it shall be lawful for him to give a separate bond, to the like effect, at the port where such vessel may then be, and the collector and controller of such other port shall transmit such bond to the collector and controller of the port where such vessel is to be registered, and such bond, and the bond also given by the owners, shall together be of the same effect against the master and owners, or either of them, as if they had bound themselves jointly and severally in one bond. § 21.

Proceedings upon Change of Master, Indorsement, Bond, &c. So often as the master of any vessel registered in manner hereinbefore directed shall be changed, the master or owner of such vessel shall deliver to the persons authorized to make such registry and grant such certificates of registry at the port where such change shall take place, the certificate of registry belonging to such vessel, who shall thereupon indorse and subscribe a memorandum of such change, and shall forthwith give notice of the same to the proper officer of the place where such vessel was last registered pursuant to this act, who shall likewise make a memorandum of the same in the book of registers which is to be kept, and shall forthwith give notice thereof to the commissioners of customs: provided always, that before the name of such new master be indorsed on the certificate of registry, he shall give a bond, in the like penalties and under the same conditions as are contained in the bond hereinbefore required to be given at the time of registry of any vessel. § 22.

Certificate of Registry to be given up. If any person whatever shall at any time have possession of and wilfully detain any certificate of registry granted under this or any other act, which ought to be delivered up to be cancelled according to any of the conditions of the bond hereinbefore required to be given upon the registry of any vessel, such person is to deliver up such certificate of registry, in manner directed by the conditions of such bond, in the respective cases and under the respective penalties therein provided. § 23.

Name of Vessel not to be changed.—Name to be painted on Stern. It shall not be lawful for any owners of any vessel to give any name to such vessel, other than that by which she was first registered; and the owners of every vessel, which shall be so registered, shall, before such vessel, after such registry, shall begin to take in any cargo, cause to be painted in white or yellow letters, of a length not less than four inches, upon a black ground, on some conspicuous part of the stern, the name by which such vessel shall have been registered, and the port to which she belongs, in a distinct and legible manner, and shall so keep

keep and preserve the same; and if such owners or master of such vessel shall permit such vessel to begin to take in any cargo before the name of such vessel has been so painted, or shall wilfully alter, erase, obliterate, or in anywise hide or conceal (unless in the case of square rigged vessels in time of war), or shall in any written or printed paper or other document, describe such vessel by any name other than that by which she was first registered pursuant to this act, or shall verbally describe such vessel to be described, by any other name, to any officer of His Majesty's revenue in due execution of his duty, then such owners or master of such vessel shall forfeit £100. § 24.

Builder's Certificate of Particulars of Ship.—Oath. Every person who shall apply for a certificate of the registry of any vessel, shall produce, to the persons authorized to grant such certificate, a true and full account, under the hand of the builder of such vessel, of the proper denomination, and of the time when and the place where such vessel was built, and also an exact account of the tonnage of such vessel, together with the name of the first purchasers thereof (which account such builder is required to give under his hand, on the same being demanded by such persons), and shall also make oath before the persons authorized to grant such certificate (which oath they are hereby authorized to administer), that the vessel for which such certificate is required is the same with that which is so described by the builder as aforesaid. § 25.

If Certificate of Registry be lost, how Registry de novo may be made, or Licence granted.—Bond.—Oath.—Survey.—Registry after Departure of Ship.—Certificate for Licence. If the certificate of registry of any vessel be lost or mislaid, so that the same cannot be found or obtained for the use of such vessel when needful, and proof thereof be made to the satisfaction of the commissioners of customs, such commissioners may permit such vessel to be registered *de novo*, and a certificate thereof to be granted: provided always, that if such vessel be absent and far distant from the port to which she belongs, or by reason of the absence of the owners, or of any other impediment, registry of the same cannot then be made in sufficient time, such commissioners may grant a licence for the present use of such vessel, which licence shall, for the time and to the extent specified therein and no longer, be of the same force and virtue as a certificate of registry granted under this act: provided always, that before such registry *de novo* be made, the owners and master shall give bond to the commissioners aforesaid, in such sum as to them shall seem fit, with a condition that if the certificate of registry at any time afterwards be found, the same shall be forthwith delivered to the proper officers of customs to be cancelled, and that no illegal use has been or shall be made thereof with their privacy or knowledge; and further, that before any such licence be granted as aforesaid, the master of such vessel shall also make oath that the same has been registered as a British ship, naming the port where and the time when such registry was made, and all the particulars contained in the certificate thereof, to the best of his knowledge and belief, and shall also give such bond, and with the same condition as is before mentioned: provided also, that before any such licence be granted, such vessel shall be surveyed in like manner, as if a registry *de novo* were about to be made thereof; and the certificate of such survey shall be preserved by the collector and controller of the port to which such vessel shall belong; and in virtue thereof, the commissioners are hereby required to permit such vessel to be registered after

after her departure, whenever the owners shall personally attend to take and subscribe the oath required by this act before registry be made, and shall also comply with all other requisites of this act, except so far as relates to the bond to be given by the master of such vessel; which certificate of registry the commissioners shall transmit to the collector and controller of any other port, to be by them given to the master of such vessel, upon his giving such bond, and delivering up the licence which had been granted for the then present use of such vessel. § 26.

Persons detaining Certificate—How Justice to certify Detainer, and Ship to be Registered de novo.—Persons detaining Certificate absconding. In case the master of any vessel, or any other person, who shall have received or obtained by any means or for any purpose whatever the certificate of the registry thereof (whether such master or other person be a part owner or not), shall wilfully detain and refuse to deliver the same up to the proper officers of customs, for the purposes of such vessel, as occasion shall require, (a) it shall be lawful for any owner of such vessel, the certificate of registry of which shall be detained as aforesaid, to make complaint on oath against the master of the vessel or other person, who shall so detain and refuse to deliver up the same, of such detainer and refusal, to any justice of the peace residing near to the place where such detainer and refusal shall be, in Great Britain or Ireland, or to any member of the supreme court of justice, or any justice of the peace in the islands of Jersey, Guernsey, or Man, or in any colony, plantation, island, or territory to His Majesty belonging, in Asia, Africa, or America, or Malta, Gibraltar, or Heligoland, where such detainer and refusal shall be in any of the places last mentioned: and on such complaint the justice or other magistrate is required by warrant under his hand and seal to cause such master to be brought before him to be examined touching such detainer and refusal; and if it appear to the justice or other magistrate, on examination, that the said certificate of registry is not lost or mislaid, but is wilfully detained, such master shall be thereof convicted, and shall forfeit £100, and on failure of payment thereof, he shall be committed to the common gaol, there to remain without bail or mainprize for such time as the justice or other magistrate shall in his discretion deem proper, not being less than three months, nor more than twelve months; and the said justice or other magistrate is required to certify the detainer, refusal, and conviction, to the persons who granted such certificate of registry for such vessel, who shall, on the conditions of law being complied with, make registry of such vessel *de novo*, and grant a certificate thereof conformably to law, notifying on the back of such certificate the ground upon which the vessel was so registered *de novo*; and if such master shall have absconded, so that the said warrant of the justice or other magistrate cannot be executed upon him, and proof thereof shall be made to the satisfaction of the commissioners of customs, it shall be lawful for the said commissioners to permit such vessel to be registered *de novo*, or otherwise, in their discretion, to grant a licence for the present use of such vessel in like manner, as is hereinbefore provided in the case wherein the certificate of registry is lost or mislaid. § 27.

Ship altered so as not to correspond with Certificate. If any vessel, after she shall have been registered pursuant to the directions of this act, shall in any manner whatever be altered, so as not to correspond with all the particulars contained in

(a) By 7 and 8 Geo. 4. c. 56. § 20, the justice or other person having jurisdiction in the matter is required to receive proof on oath from the person making complaint to him of such detainer and refusal, that such occasion has arisen, although the certificates shall not have been demanded by any officer of customs; and the indorsing of any transfer of property, or of the name of any new master, upon the certificate of registry, by the officers of customs, shall be deemed to be purposes for which there is occasion to deliver the certificate of registry to the officers of customs; and if any person who is not in actual possession of a vessel shall detain the certificate of registry of such vessel from some person who is in actual possession of such vessel as ostensible owner thereof, or who has the actual charge or command of such vessel as ostensible master thereof, then such occasion shall be deemed to have arisen for delivering of such certificate to the officers of customs at the port where such ship shall then be, in order that such certificate may be given to some person who is in actual possession of such vessel as such ostensible owner or master.

the

the certificate of her registry, in such case such vessel shall be registered *de novo*, in manner hereinbefore required, as soon as she returns to the port to which she belongs, or to any other port which shall be in the same part of the United Kingdom, or in the same colony, or territory, as the port shall be in, on failure whereof such vessel shall to all intents and purposes be considered and deemed to be a vessel not duly registered. § 28.

Vessels condemned as Prize or for Breach of Laws against Slave Trade. The owners of all such vessels as shall be taken by any of His Majesty's vessels of war, or by any private or other vessel, and condemned as lawful prize in any court of admiralty, or of such vessels as shall be condemned in any competent court as forfeited for breach of the laws for the prevention of the slave trade, shall upon registering such vessel, before they shall obtain such certificate, produce to the collector and controller of customs a certificate of the condemnation of such vessel, under the hand and seal of the judge of the court in which such vessel shall have been condemned (which certificate such judge is hereby required to grant) and also a true and exact account in writing of all the particulars contained in the certificate hereinbefore set forth, to be made and subscribed by a skilful person to be appointed by the court, then and there to survey such vessel, and shall also make oath before the collector and controller, that such vessel is the same vessel which is mentioned in the certificate of the judge aforesaid. § 29.

Where Prize of Vessels of Guernsey, Jersey, or Man, to be registered. No vessel which shall be taken and condemned as prize or forfeiture as aforesaid, shall be registered in the islands of Guernsey, Jersey, or the isle of Man, although belonging to His Majesty's subjects residing in those islands, or in some of them; but the same shall be registered either at Southampton, Weymouth, Exeter, Plymouth, Falmouth, Liverpool, or Whitehaven, by the collector and controller at such ports respectively, who are required to register such vessel, and to grant a certificate thereof in the form and under the regulations and restrictions in this act contained. § 30.

Transfer of Interest.—Reciting Certificate of Registry.—Error of Recital. So often as the property in any vessel, or any part thereof, belonging to any of His Majesty's subjects, shall after registry thereof be sold to any other of His Majesty's subjects, the same shall be transferred by bill of sale, or other instrument in writing, containing a recital of the certificate of registry of such vessel, or the principal contents thereof, otherwise such transfer shall not be valid or effectual for any purpose whatever, either in law or in equity: provided that no bill of sale shall be deemed void by reason of any error in such recital, or by the recital of any former certificate of registry instead of the existing certificate, provided the identity of the vessel therein intended be effectually proved thereby. § 31.

Property in Ships to be divided into sixty-four Shares.—Oath upon First Registry to state the Number of Shares held by each Owner.—Smaller portions may be conveyed without Stamp.—Partners may hold Ships or Shares without distinguishing proportionate Interest of each Owner. The property in every vessel, of which there are more than one owner, shall be considered to be divided into sixty-four shares, and the proportion held by each owner shall be described in the registry as being a certain number of sixty-fourth shares; and no person shall be entitled to be registered as an owner of any vessel in respect of any proportion of such vessel, which shall not be an integral sixty-fourth share of the same; and upon

upon the first registry of any vessel, the owners who shall take and subscribe the oath required by this act, before registry be made, shall also declare upon oath the number of such shares then held by each owner, and the same shall be so registered accordingly: provided always, that if it shall at any time happen that the property of any owner in any vessel cannot be reduced, by division, into any number of integral sixty-fourth shares, it shall be lawful for the owners of such fractional parts as shall be over and above such number of integral sixty-fourth shares into which such property in any vessel can be reduced by division, to transfer the same one to another, or jointly, to any new owner, by memorandum upon their respective bills of sale, or by fresh bill of sale, without such transfer being liable to any stamp duty: provided also, that the right of such owners to such fractional parts shall not be affected by reason of the same not being registered; provided also that it shall be lawful for any number of such owners, named and described in such registry, being partners in any house or co-partnership actually carrying on trade in any part of His Majesty's dominions, to hold any vessel, or any share of any vessel, in the name of such house or copartnership, as joint owners thereof, without distinguishing the proportionate interest of each of such owners, and that such vessel, or the shares thereof so held in copartnership, shall be deemed to be partnership property, and shall be governed by the same rules, both in law and equity, as relate to and govern all other partnership property in any other goods, chattels, and effects whatsoever. § 32.

Only thirty-two Persons to be Owners of any Ship at one Time.—Not to affect equitable Title of Heirs, &c.—Joint Stock Companies.—How Trustees may have Registry made. No greater number than 32 persons shall be entitled to be legal owners at one and the same time of any vessel, as tenants in common, or to be registered as such; provided that nothing herein contained shall affect the equitable title of minors, heirs, legatees, creditors, or others, exceeding that number, duly represented by or holding from any of the persons within the said number, registered as legal owners of any share of such vessel; provided also, that if it be proved to the satisfaction of the commissioners of customs, that any number of persons have associated themselves as a joint stock company, for the purpose of owning any vessel, or any number of vessels, as the joint property of such company, and that such company have duly elected or appointed any number not less than three of the members of the same, to be trustees of the property in such vessel or vessels so owned by such company, it shall be lawful for such trustees or any three of them, with the permission of such commissioners, to take the oath required by this act, before registry be made, except that instead of stating therein the names and descriptions of the other owners, they shall state the name and description of the company to which such vessel shall in such manner belong. § 33.

Shares to be registered on Registry de novo under this Act.—If Shares of Owners cannot be ascertained, how Registry for that Time may be made. Whenever any ship which had been registered before the 31st December 1823, and shall not have been registered *de novo* since that day, and before the commencement of this act shall be registered *de novo*, the number of such shares held by each owner shall be registered as far as the same be practicable, and to that intent the owners who shall take and subscribe the oath required by this act before registry be made, shall produce the bills of sale or other titles of themselves and of the other owners, in order that the number of such shares held by each of them may be ascertained

and registered accordingly; and if the registry of such vessel then in force shall be the first registry, and the shares of any of the owners shall remain the same as they were at the time of such registry, and the owners, who shall attend to take and subscribe the oath before registry be made, shall be the same as were the owners, who took and subscribed such oath before such first registry was made, such original owners instead of producing the bills of sale, shall declare upon oath, to the best of their knowledge and belief, the number of such shares held by them, or by any other original owners, whose proportionate property in such vessel shall have remained unchanged: provided always, that if at the time of such registry *de novo* such owners shall make oath that they are unable to produce the bills of sale, or to give any certain account or proof of the shares of the other previous owners, or some or any one of them, it shall be lawful for the collector and controller to register such vessel without requiring the shares of such owners to be declared and specified. § 34.

When shares must be registered. From 5th January 1826, or from and after the first arrival and entry of any vessel, after such commencement, at the port to which she belongs, or at any other port which shall be in the same part of the United Kingdom, or in the same colony or territory as the said port shall be in, no certificate of registry shall be in force, except such as shall be granted under the authority of this act, or which shall have been granted under the authority of 4 Geo. 4. c. 41. (a) and in which the shares hereinbefore described held by each owner shall be set forth, unless it be certified thereon by the collector and controller of the port to which such vessel belongs, that farther time has been granted by the commissioners of customs for ascertaining and registering the numbers of such shares as cannot then be ascertained. § 35.

No Stamp Duty on First Registry, or on Mediterranean Pass. Upon the first registry in compliance with this act, of any vessel which had been before registered, no stamp duty shall be charged upon the bond therein required to be given; and if the certificate of such former registry then delivered up to be cancelled shall have a Mediterranean Pass attached thereto, no stamp duty shall be charged on account of the new Mediterranean Pass which shall be obtained in lieu of the one so delivered up and cancelled. § 36.

Bills of Sale not effectual until produced to Officers of Customs, and entered in Book of Registry. No bill of sale or other instrument in writing, shall be valid and effectual to pass the property in any vessel, or in any share thereof, or for any other purpose, until such bill of sale or other instrument in writing shall have been produced to the collector and controller of the port at which such vessel is registered, or to the collector and controller of any other port at which she is about to be registered *de novo*, as the case may be, nor until such collector and controller respectively shall have entered in the book of registry or in the book of intended registry of such vessel (b), as the case may be, the name, residence, and description of the vendor or mortgagor, or of each vendor or mortgagor, if more than one, the number of shares transferred, the name, residence, and description of the purchaser or mortgagee, or of each purchaser or mortgagee, if more than one, and the date of the bill

(a) Former Registry Act.

(b) By 7 Geo. 4. c. 48. § 26. such entry in the book of intended registry, shall not be made until all the requisites of law for the immediate registry of the vessel in such book have been complied with; nor shall such entry be valid or certified on the bill of sale until the registry *de novo* of the vessels shall have been duly made, and the certificate thereof granted.

of sale or other instrument, and of the production of it; and further, if such vessel is not about to be registered *de novo*, the collector and controller of the port where such ship is registered, are hereby required to indorse the aforesaid particulars of such bill of sale or other instrument on the certificate of registry of the ship or vessel, when the same shall be produced to them for that purpose, in manner and to the effect following; *viz.*

Custom house [port and date; name, residence, and description of vendor or mortgagor] has transferred by [bill of sale or other instrument] dated [date; number of shares] to [name, residence, and description of purchaser or mortgagee.]
 A. B. Collector.
 C. D. Controller.

And forthwith to give notice thereof to the commissioners of customs; and in case the collector and controller be desired so to do, and the bill of sale or other instrument be produced to them for that purpose, then the collector and controller are hereby required to certify, by indorsement upon the bill of sale or other instrument, that the particulars before mentioned have been so entered in the book of registry, and indorsed upon the certificate of registry. § 37.

Entry of Bill of Sale valid in certain Cases only. So soon as the particulars of any bill of sale or other instrument by which any vessel, or any share thereof, shall be transferred, shall have been so entered in the book of registry, the bill of sale or other instrument shall be valid and effectual to pass the property thereby intended to be transferred, as against every person whatsoever, and to all intents and purposes, except as against such subsequent purchasers and mortgagees who shall first procure the indorsement to be made upon the certificate of registry of such vessel in manner hereinafter mentioned. § 38.

What Time shall be allowed for indorsing the Certificate of Registry, before any other Bill of Sale for the same shall be entered. After the particulars of any bill of sale, or other instrument by which any vessel, or any share thereof, shall be transferred, shall have been so entered in the book of registry, the collector and controller shall not enter in the book of registry the particulars of any other bill of sale, or instrument purporting to be a transfer by the same vendor or mortgagor, of the same vessel, or share thereof, to any other person, unless 30 days shall elapse from the day on which the particulars of the former bill of sale, or other instrument, were entered in the book of registry; or in case the vessel was absent from the port to which she belonged at the time when the particulars of such former bill of sale or other instrument were entered in the book of registry, then unless 30 days shall have elapsed from the day on which the vessel arrived at the port to which the same belonged; and in case the particulars of two or more such bills of sale, or other instruments as aforesaid, shall at any time have been entered in the book of registry of the said vessel, the collector and controller shall not enter in the book of registry the particulars of any other bill of sale or other instrument, unless 30 days shall in like manner have elapsed from the day on which the particulars of the last of such bills of sale or other instrument were entered in the books of registry, or from the day on which the vessel arrived at the port to which she belonged, in case of her absence as aforesaid; and in every case where there shall at any time happen to be two or more transfers by the same owners of the same property in any vessel entered in the book of registry, the collector and controller are to indorse upon the certificate of registry of such vessel, the particulars of that bill of sale or other instrument under which the persons claim property, who shall produce the certificate of registry for that purpose within

30 days next after the entry of his bill of sale or other instrument in the book of registry, or within 30 days next after the return of the said vessel to the port to which she belongs, in case of her absence at the time of such entry ; and in case no person shall produce the certificate of registry within either of the said spaces of 30 days, then the collector and controller are to indorse upon the certificate of registry the particulars of the bill of sale or other instrument to such person as shall first produce the certificate of registry for that purpose, it being the true intent and meaning of this act that the several purchasers and mortgagees of such vessel, or shares thereof, when more than one appear to claim the same property, shall have priority one over the other, not according to the respective times when the particulars of the bill of sale or other instrument by which such property was transferred to them were entered in the book of registry, but according to the time when the indorsement is made upon the certificate of registry : provided, that if the certificate of registry be lost or mislaid, or be detained by any person whatever, so that the indorsement cannot in due time be made thereon, and proof thereof be made by the purchaser or mortgagee, or his known agent, to the satisfaction of the commissioners of customs, it shall be lawful for the commissioners to grant such further time as to them shall appear necessary for the recovery of the certificate of registry, or for the registry *de novo* of the said vessel under the provisions of this act, and thereupon the collector and controller shall make a memorandum in the book of registers of the further time so granted, and during such time no other bill of sale shall be entered for the transfer of the same vessel, or the same shares thereof. § 39.

How Bills of Sale may be produced after Entry at other Ports than those to which Vessels belong, and Transfers indorsed on Certificate of Registry.—*Notice to Officers at Port of Registry.* If the certificate of registry of such vessel be produced to the collector and controller of any port where she may then be, after any such bill of sale shall have been recorded at the port to which she belongs, together with such bill of sale, containing a notification of such record, signed by the collector and controller of such port, it shall be lawful for the collector and controller of such other port, to indorse on such certificate of registry (being required so to do), the transfer mentioned in such bill of sale, and such collector and controller shall give notice thereof to the collector and controller of the port to which such vessel belongs, who shall record the same in like manner as if they had made such indorsement themselves, but inserting the name of the port at which such indorsement was made : provided, that the collector and controller of such other port shall first give notice to the collector and controller of the port to which such vessel belongs, of such requisition made to them, to indorse the certificate of registry, and the collector and controller of the port to which such vessel belongs, shall thereupon send information to the collector and controller of such other port, whether any and what other bill of sale have been recorded in the book of the registry of such vessel ; and the collector and controller of such other port, having such information, shall proceed in manner directed by this act in all respects to the indorsing of the certificate of registry, as they would do if such port were the port to which such vessel belonged. § 40.

Upon Registry de novo, Bill of Sale not recorded, how the same shall be produced.—*How Bill of Sale, previous to Registry, may afterwards be recorded.* If it become necessary to register any vessel *de novo*, and any share

share of such vessel shall have been sold since she was last registered, and the transfer of such share shall not have been recorded and indorsed in manner hereinbefore directed, the bill of sale thereof shall be produced to the collector and controller of customs, who are to make registry of such vessel, otherwise such sale shall not be noticed in such registry *de novo*, except as hereinafter excepted: provided, that upon the future production of such bill of sale, and of the existing certificate of registry, such transfer shall be recorded and indorsed, as well after such registry *de novo* as before. § 41.

Upon Change of Property, how Registry de novo may be granted. If upon any change of property in any vessel, the owners shall desire to have the same registered *de novo*, although not required by this act, and the owner or proper number of owners shall attend at the custom house at the port to which such vessel belongs for that purpose, it shall be lawful for the collector and controller of customs at such port, to make registry *de novo* of such vessel at the same port, and to grant a certificate thereof, the several requisites hereinbefore in this act mentioned and directed being first duly complied with. § 42.

How Copies of Oaths and Extracts from Books may be taken and admitted in Evidence. The collector and controller of customs at any place, and the persons acting for them respectively, shall upon every reasonable request by any person whomsoever, produce and exhibit for his inspection and examination any oath or affidavit taken or sworn by any such owners or proprietors, and also any register or entry in any book of registry required by this act to be made or kept relative to any vessel, and shall, upon every reasonable request by any person whomsoever, permit him to take copies or extracts thereof; and the copies of any such oath or affidavit, register or entry, shall, upon being proved to be true copies thereof respectively, be allowed and received as evidence upon every trial at law, without the production of the originals, and without the testimony or attendance of any collector or controller, or persons acting for them respectively, in all cases. § 43.

Vessels or Shares sold in the Absence of Owners without formal Powers.—How Commissioners may permit Record of such Sales or Registry de novo, as the Case may require; and in other Cases where Bills of Sale cannot be produced. If the vessel, or the share of any owner thereof who may be out of the kingdom, be sold in his absence by his known agent or correspondent, under his directions either expressed or implied, and acting for his interest in that behalf, and such agent or correspondent who shall have executed a bill of sale to the purchaser of the whole of such vessel, or of any share thereof, shall not have received a legal power to execute the same, it shall be lawful for the commissioners of customs, upon application made to them, and proof to their satisfaction of the fair dealings of the parties, to permit such transfer to be registered, if registry *de novo* be necessary, or to be recorded and indorsed, as the case may be, in manner directed by this act, as if such legal power had been produced; and if it happen that any bill of sale cannot be produced, or if, by reason of distance of time, or the absence or death of parties concerned, it cannot be proved that a bill of sale for any share in any vessel had been executed, and registry *de novo* of such vessel shall have become necessary, it shall be lawful for the commissioners of customs, upon proof to their satisfaction of the fair dealings of the parties, to permit such vessel to be registered *de novo*, in like manner as if a bill of sale for the transfer of such share has been produced: provided always, that in any cases herein men-

tioned, good and sufficient security be given to produce a legal power or bill of sale within a reasonable time, or to abide the future claims of the absent owner, his heirs and successors, as the case may be; and at the future request of the party whose property has been so transferred, without the production of a bill of sale from him or from his lawful attorney, such bond shall be available for the protection of his interest, in addition to any powers or rights which he may have in law or equity against the vessel, or against the parties concerned, until he shall have received full indemnity for any loss or injury sustained by him. § 44.

Transfer by way of Mortgage.—*Mortgagee not to be deemed Owner.* When any transfer of any vessel, or of any share thereof, shall be made only as a security for the payment of a debt, either by way of mortgage, or of assignment to a trustee for the purpose of selling the same for the payment of any debt, then the collector and controller of the port where the vessel is registered shall in the entry in the book of registry, and also in the indorsement on the certificate of registry, in manner hereinbefore directed, express that such transfer was made only as a security for the payment of a debt, or by way of mortgage, or to that effect; and the person or persons to whom such transfer shall be made, or any other person claiming under him as a mortgagee or a trustee only, shall not by reason thereof be deemed to be the owner of such vessel, or share thereof; nor shall the person making such transfer be deemed by reason thereof to have ceased to be an owner of such vessel, any more than if no such transfer had been made, except so far as may be necessary for the purpose of rendering the vessel, or share so transferred, available by sale or otherwise for the payment of the debt for securing the payment of which such transfer shall have been made. § 45.

Transfers of Ships for Security of Debts. When any transfer of any vessel, or of any share thereof, shall have been made as a security for the payment of any debt, either by way of mortgage or of assignment, and such transfer shall have been duly registered according to this act, the right or interest of the mortgagee or other assignee as aforesaid shall not be in any manner affected by any act of bankruptcy committed by such mortgagor or assignor, after the time when such mortgage or assignment shall have been so registered, notwithstanding such mortgagor or assignor, at the time he shall so become bankrupt, shall have in his possession, order, and disposition, and shall be the reputed owner of the said vessel, or the share thereof, so by him mortgaged or assigned, but such mortgage or assignment shall take place of and be preferred to any right, claim, or interest which may belong to the assignee of such bankrupt in such vessel, or share thereof. § 46.

When and by whom Certificates to be sent from Scotland and Ireland to England. The commissioners of customs in Scotland and Ireland respectively shall transmit, at the end of every month in each year, to the commissioners of customs in England, true and exact copies of all such certificates as shall be granted by them, or by any officer or officers within the limits of their commission, in pursuance of this act. § 47.

How Governors of Colonies, &c. may cause Proceedings to be stayed. The governor, lieutenant governor, or commander in chief of any of His Majesty's colonies, or territories, are required, if any suit, information, libel, or other prosecution or proceeding of any nature, shall be commenced in any court whatever in any of the said territories, touching the force and effect of any register granted to any vessel, upon a representation made to any such governor, &c. to cause all proceedings thereon to be

be stayed, if he see just cause so to do, until His Majesty's pleasure be known and certified to him by His Majesty, by the advice of the privy council; and such governor, &c. in chief is required to transmit to one of His Majesty's principal secretaries of state, to be laid before His Majesty in council, an authenticated copy of the proceedings in every such case, together with his reasons for causing the same to be stayed, and such documents (properly verified) as he may judge necessary for the information of His Majesty. § 48.

False Oaths and False Documents. If any person falsely make oath to any of the matters hereinbefore required to be so verified, such person shall suffer the like pains and penalties as are incurred by persons committing wilful and corrupt perjury; and if any person counterfeit, erase, alter, or falsify any certificate or other instrument in writing, required to be obtained, granted, or produced by this act, or knowingly or wilfully make use of any certificate or other instrument so counterfeited, &c. or wilfully grant such certificate or other instrument in writing, knowing it to be false, such person shall for every such offence forfeit £500. § 49.

How Tonnage to be ascertained. The tonnage or burthen of every British ship within the meaning of this act, (a) shall be the tonnage set forth in the certificate of registry of such ship, and that the tonnage or burthen of every other ship shall, for the purposes of this act, be ascertained in the same manner as the tonnage of British ships is ascertained. 6 Geo. 4. c. 107. § 124.

Refusing Masters to act. It shall be lawful for the officers of customs at any port under British dominion where there shall be a collector and controller of customs, to refuse to admit any person to do any act at such port as master of any British ship, unless his name be inserted in or have been endorsed upon the certificate of registry of such ship, as being the master thereof, or until his name shall have been so endorsed by such collector and controller. § 125.

Ships not bringing to at Stations. If any ship coming up or departing out of any port in the United Kingdom, or in the Isle of Man, shall not bring to at the proper stations in such port appointed by the commissioners of customs for the boarding or landing of officers of customs, the master of such ship shall for every such offence forfeit £100. § 131.

Stationing Officers in Ships.—Accommodation. It shall be lawful for the commissioners of customs, and for the collector and controller of any port under their directions, to station officers on board any ship while within the limits of any port in the United Kingdom or in the Isle of Man; and the master of every ship on board of which any officer is so stationed shall provide every such officer sufficient room under the deck, in some part of the fore-castle or steerage, for his bed or hammock, and in case of neglect or refusal so to do, shall forfeit £100. § 132.

Ships carrying Letters. No ship or boat appointed and employed ordinarily for the carriage of letters, shall import or export any goods without permission of the commissioners of customs, under the penalty of the forfeiture of £100 to be paid by the master of such ship or boat. § 137.

Names of Vessels to be on certain Boats. The owner of every vessel belonging in the whole or in part to any of His Majesty's subjects, shall paint or cause to be painted upon the outside of the stern of every boat belonging to such vessel, the name of such vessel, and the place to which she belongs, and the master's name within the transom in white or yellow Roman letters, not less than two inches in length, on a black ground, on pain of the forfeiture of such boat not so marked, wherever the same shall be found. 6 Geo. 4. c. 108. § 17.

Certain other Boats to have Names of Vessels on them. The owner of every boat, not belonging to any vessel, shall paint or cause to be painted upon the stern of such boat in white or yellow Roman letters, of two inches in length on a black ground, the name of the owners of the boat, and the place to which she belongs, on pain of the forfeiture of such boat not so marked, wherever the same shall be found. § 18.

Boats having double Sides or Bottoms, or secret Places. All vessels and boats belonging in the whole or in part to His Majesty's subjects, having false bulkheads, false bows, double sides or bottoms, or any secret or disguised place whatsoever in the construction of the vessel or boat, for the purpose of concealing goods, or having any hole, pipe, or other device in or about the vessel or boat adapted for the purpose of running goods, shall be forfeited, with all the guns, furniture, ammunition, tackle, and apparel belonging to such vessel or boat; and all goods liable to the payment of duties or prohibited to be imported into the United Kingdom, found concealed on board any vessel or boat, or in any of the packages of goods on board, or in or underneath the ballast, or in any other place on board such vessel or boat, shall be forfeited. § 19.

Certain Vessels and Boats to be Licensed. All vessels belonging in the whole or in part to His Majesty's subjects (unless square-rigged); and all vessels whatsoever belonging as aforesaid, the length of which shall be greater than in the proportion of three feet to one foot in breadth; and all vessels belonging as aforesaid armed for resistance (otherwise than is hereinafter provided); and all boats whatsoever, belonging as aforesaid, which shall be found within any of the limits or distances as aforesaid; shall be forfeited, unless the owners thereof shall have obtained a license for navigating the same from the commissioners of customs, as is hereinafter directed. (a) § 20.

Vessels to be navigated with a certain Number of Men. No vessel or boat belonging in the whole or in part to His Majesty's subjects, or whereof one half of the persons on board shall be subjects of His Majesty (not being a lugger and at the time fitted and rigged as such), shall be navigated by a greater number of men (officers and boys included) than in the following proportions; viz.

If of 30 tons or under and above 5 tons, 4 men			
60	30	5	
80	60	6	
100	80	7	

Above that tonnage, 1 man for every 15 tons of such additional tonnage.
Or if a Lugger.

If of 30 tons or under 8 men			
50 tons or under, and above 30 tons, 9			
60	50	10	
80	60	11	
100	80	12	

and if above one hundred tons, one man for every ten tons of such additional tonnage; and if any vessel, boat, or lugger belonging as aforesaid, and

(a) *Licenses.* By 7 Geo. 4. c. 48. § 12. no license (except a license for arming) shall be required under the above act for any vessel which is of the burthen of two hundred tons or upwards, nor for any square-rigged vessel, or any vessel, or boat propelled by steam, which is not of greater length than in the proportion of three feet six inches to one foot of breadth; and no greater or other security shall be required on account of any license to be issued under the above act, than in the sum of £1000 or in the single value of the vessel or boat for which such license is to be issued, if such value be less than £1000 and by the sole bond of such owner or owners of such vessel or boat: provided, that if any such bond be taken of the owner of any boat who shall not have attained the age of twenty-one years, such bond shall nevertheless be valid and effectual to all intents and purposes.

Cancelling of Bonds. No bond given on account of the license of any vessel or boat, under the above act, shall be cancelled until the space of twelve months after the license for which such bond had been entered into shall have been delivered up to the proper officer of customs; and such bond shall remain in full force for the time of twelve months after the delivering of the license as aforesaid, unless fresh security shall be given for such vessel or boat. § 13.

Goods liable to forfeiture as well as Vessels. In case any vessel shall, on account of any goods, become liable to forfeiture under the said act for the prevention of smuggling, the goods creating such forfeiture shall also be forfeited. § 14.

navigated

navigated with a greater number of men than in the proportions before-mentioned, be found within any of the distances or places as aforesaid, the same shall be forfeited, unless such vessel, boat, or lugger shall be especially licensed for that purpose by the commissioners of customs. § 21.

Licence not required for certain Vessels and Boats. Nothing in this act shall extend, to forfeit any square-rigged vessel of the burthen of 200 tons or upwards by admeasurement, for being armed for resistance, having on board two carriage guns of the calibre not exceeding four pounds, and small arms not exceeding two muskets for every ten men, or any vessel, boat, or lugger belonging to the royal family, or being in the service of the navy, victualling, ordnance, customs, excise, or post office, nor any whale boat or boat solely employed in the fisheries or any boat belonging to any square-rigged vessel in the merchants' service, nor any life boat or tow boat used in towing vessels belonging to licensed pilots, nor to any boat used solely in rivers or inland navigation, on account of such vessel, boat, or lugger not being licensed. § 22.

Particulars of Licence for Vessels. Every licence granted by the commissioners of customs, for any vessel requiring licence under this act, shall contain the proper description of such vessel, the names of the owners, with their places of abode, and the manner and the limits in which the same is to be employed, and if armed, the numbers and description of arms, and the quantity of ammunition, together with any other particulars which the commissioners may direct. § 23.

Owners to give Bond in certain Conditions. Before such licence shall be issued or delivered, or shall have effect for the use of any vessel, the owners thereof shall give or cause to be given security by bond of two or more sufficient persons (being housekeepers), in treble the value of such vessel (not exceeding in any case the sum of £3,000 for a square-rigged vessel), with condition as follows; viz. that the vessel shall not be employed in the importation, landing, or removing of any prohibited or uncustomable goods, contrary to this or any other act relating to the revenue of customs or excise, nor in the exportation of any goods which are or may be prohibited to be exported, nor in the re-landing of any goods contrary to law, nor shall receive on board or be found at sea or in any port with any goods subject to forfeiture, nor shall do any act contrary to any act relating to the revenue of customs or excise, or for the protection of the trade and commerce of the United Kingdom, nor shall be employed otherwise than mentioned in the licence, and within the limits therein mentioned; and in case of loss, breaking-up, or disposal of the vessel, that the licence shall be delivered within six months therefrom to the collector or principal officer at the port to which such vessel shall belong. § 24.

Where Bond for Licence to be given. Such bond shall be given at the port to which such vessel shall belong, and at no other without the consent of the commissioners of customs first obtained; and the persons who are to become such security shall be persons, whether owners or not, approved by the collector and controller of the port where such bond is given and residing at or near such port; and the collector and controller shall certify upon such licence, before they issue the same, that the security required by law has been given in respect of such licence. § 25.

Particulars of Licence for Boats. Every licence granted by the commissioners of customs for any boat requiring licence under this act, shall contain the description of the boat with the names of the owners thereof, and

and their places of abode, and the manner and limits in which such boat is to be used, together with any other particulars which the commissioners may direct; and the owners of the boat shall give their own security by bond, in treble the value thereof, with the like condition as is hereinbefore required on licences being granted for vessels under this act; and such bond shall not be liable to any stamp duty. § 26.

How Licences may be restricted or required anew.—*Vessels or Boats found without Licence.* It shall be lawful for the commissioners of customs to restrict the granting of a licence for any vessel or boat, in any way that they may deem expedient for the security of the revenue; and in case the commissioners shall have granted a licence for any vessel, and shall deem it necessary to require fresh security for any vessel which may have been licensed, they are hereby empowered so to do, by an order in writing to that effect under their hands; and a copy of such order shall be left either with the owners of such vessel, or with the person in whose custody the same shall then be; and from the delivery of such order, the licence granted for such vessel shall be null and void, and the owners are required to deliver up the licence to the collector of customs at the port to which such vessel or boat shall belong, within three months from the day when such order shall be delivered; and in default of such delivery, the owners shall forfeit £100; and if any vessel or boat requiring such licence shall be found without such licence, or be found or discovered to have been used or employed in any trade or in any limits other than such as shall be specified in such licence, then the vessel or boat, with all her guns, furniture, ammunition, tackle, and apparel, and all the goods laden on board, shall be forfeited. § 27.

Licences to be registered, and produced properly indorsed. The owner of every vessel or boat which shall be licensed as aforesaid shall, before such vessel or boat, after obtaining such licence, first proceeds to sea, or departs out of any port of the United Kingdom, or Isle of Man, bring or cause to be brought such licence to the collector or other proper officer at the port whence such vessel or boat is about to depart, and the proper officer is hereby required duly to register the same; and in default of the owner bringing the same, or causing the same to be brought, the licence shall be null and void; and the master of any licensed vessel or boat is hereby required to produce such licence to any officer of the army, navy, or marines, duly authorized and on full pay, or officer of customs or excise, who shall board such vessel or boat within any of the limits or distances aforesaid, and shall demand a sight of the same; and in case of refusal to produce the same, or the same shall not be on board, or if the licence produced for any vessel be without an indorsement thereon that the proper security hath been given, then the vessel or boat shall be forfeited, with her guns, furniture, ammunition, tackle, and apparel. § 28.

Vessels in course of Removal. It shall be lawful for the commissioners of customs, on proof to their satisfaction that the master or owner of any vessel or boat is desirous of removing such vessel or boat to the port to which she belongs, for the purpose of obtaining a licence and giving the necessary security for the same, to grant a certificate to such master or owner of such proof having been made; and in such case, so long as such vessel or boat shall be in due course of her voyage, wind and weather permitting, to the port to which the vessel or boat belongs or is intended to belong, such vessel or boat shall not be liable to forfeiture on account of not being licensed. § 29.

Counterfeiting

Counterfeiting Licences. If any person shall counterfeit, erase, alter, or falsify, or cause to be counterfeited, erased, altered, or falsified, any licence so to be granted, or shall knowingly or wilfully make use of any licence so counterfeited, erased, altered, or falsified, such person shall for every such offence forfeit £500. § 30.

Licensed Vessel lost, broken up, &c. or Licence lost. Whenever any vessel or boat shall be lost, broken up, captured, burnt, seized, and condemned, sold, or otherwise disposed of, the licence shall be delivered up to the collector or other proper officer of customs at the port to which such vessel or boat belongs, within six calendar months from the time thereof; or in case of the licence being lost or taken by the enemy, satisfactory proof thereof, on oath, shall be made within the same period, before the collector or other chief officer of such port; and in default thereof the owners, and the master of such vessel or boat, shall forfeit £100. § 31.

APPRENTICES.

How Boys may be apprenticed to Sea-service.—Boy's Age in Indentures, &c. It shall be lawful for two justices, as also for all chief officers and magistrates of any city, borough, or town corporate, within England, and likewise for the churchwardens and overseers of the poor, with the consent of such justices, &c. to put out any boy, who shall be of the age of 10 years or upwards, (a) or who shall be chargeable, or whose parents are or shall become chargeable to the parish wherein they inhabit, or who shall beg for alms, to be apprentice to the sea service, to any of Her Majesty's subjects, being masters or owners of any vessel used in the sea service, and belonging to any port within England, until such boys shall respectively attain the age of 21 years; and such binding out any such apprentice shall be as effectual in law as if such boy were of full age, and by indenture had bound himself apprentice: and to the end that the time of the continuance of the service of such apprentice may the more plainly and certainly appear, the age of every such boy shall be inserted in his indentures, being taken truly from a copy of the entry in the register-book, wherein the time of his being baptized shall be entered (where the same can be had); and where no such entry of such boy's being baptized can be found, two such justices, and such magistrates or chief officers, shall, as fully as they can, inform themselves of such boy's age, and from such information shall insert the same in the indentures; and the age of such boy so inserted in the indentures (in relation to the continuance of his service) shall be taken to be his true age, without any further proof thereof. 2 & 3 Ann. c. 6. § 1.

Boy's Clothing, &c. The churchwardens and overseers shall pay down to such master, to whom the boy is bound, at the time of his binding, the sum of 50s. to provide necessary clothing and bedding for sea service, for such boy; and the charges by this act appointed shall be allowed to the said churchwardens and overseers on their accounts. § 2.

(a) By 4 & 5 Ann. c. 19. § 16. no such master shall be obliged to take any such apprentice under the age of 13 years, or who shall not appear to be fitly qualified both as to health and strength of body for that service; and any widow of the master of such vessel, or the executor or administrator of such master, who shall have been obliged to take such parish boys apprentice to them, shall have the power of assigning over such apprentices to any other masters of vessels, who have not their complement of apprentices required by the above act.

Overseers in Townships, &c. Overseers of the poor in every township or village shall, from time to time, within every such township or village, do all the acts hereby directed to be done, by the churchwardens or overseers of the poor of a parish. § 3.

Impressing. No such apprentice shall be impressed, or permitted to list or enter himself into Her Majesty's service at sea, or into the sea service of Her Majesty, till such apprentice arrive to the age of 18 years. § 4.

Indentures to be Entered and Indorsed.—Certificate to be sent to the Admiralty.—Protections. The churchwardens and overseers of the parish, out of which any such boy shall be bound apprentice, shall send the indentures to the collector of customs, at any port within England, whereunto such masters or owners of vessels may belong; who shall in a fair book fairly enter every indenture which shall be so sent unto him, and shall make an indorsement upon the indentures of the registry, subscribed by the collector: and every such collector neglecting or refusing to enter such indentures, and indorse the same, or making false entries, shall forfeit £5 for the use of the poor of the parish, whence such boy was bound apprentice: and every such collector, or his lawful deputy, shall from time to time transmit certificates in writing, under his hand, to the commissioners of the Admiralty, containing the names and ages of every such apprentice, and to what ship he belongs, and upon receipt of such certificates, protection shall, from time to time, be given for such apprentices till they attain their respective ages of 18 years. § 5.

How Boys may be turned over to Sea Service.—Registry of Indentures. Every person, to whom any poor parish boy shall be put apprentice according to law, may, with the approbation of two justices, or with the approbation of any chief officer or magistrate, where such poor boy was bound apprentice, at the request of the master or mistress, then living, of such apprentice, or his executors, administrators, or assigns, by indenture, assign such apprentice to any master or owner of any such vessel, using the sea service as aforesaid, for the then remaining time of his apprenticeship: all which indentures of assignment are hereby directed to be registered, and certificates thereof given and transmitted by such collector, at the ports where such apprentices shall be so assigned over, and bound to the sea service, in manner aforesaid; and upon receipt of such certificates, protections shall, from time to time, be given for such apprentices until they attain their respective ages of 18 years. § 6.

How many Apprentices each Master must take. Every master or owner of any vessel, used in the sea service, as aforesaid, of the burthen of 30 tons to the burthen of 50 tons, shall be obliged to take one such apprentice, and one more for the next 50 tons, and one more for each hundred tons such vessel shall exceed the burthen of 100 tons: and such master or owner refusing to take such apprentice or apprentices, shall forfeit £10. § 8.

Account of Apprentices. Every such master or owner after his arrival in any port aforesaid, and before he clears out of such port, shall give an account in writing, under his hand, to the collector of such port to which he belongs, containing the names and number of such apprentices as are then remaining in his service. § 9.

Conveying Apprentices to Masters. Every such apprentice shall, from time to time, be sent to the respective ports, to which his master shall belong, by the churchwardens and overseers of the poor, or their agents,
of

of the parish whence such apprentice is bound, and the charges thereof to be defrayed in the same manner as is provided by 11 & 12 Will. 3. c. 18. § 10.

Before whom Counterparts of Indentures to be Executed, and How and to Whom to be Transmitted. The counterpart of all such indentures shall be sealed and executed in the presence of, and attested by, the collector at the port (where such apprentices shall be bound or assigned over), and the constable or other officer, who shall bring such apprentices to the respective masters; which constables or officers shall transmit the counterparts of such indentures to the churchwardens and overseers of the several parishes whence such apprentices shall be bound. § 11.

Collector to keep a Register, and Transmit Copies. Every such collector shall keep an exact register, containing as well the number and burden of all such vessels, together with the masters' or owners' names, as also the names of such apprentices in each vessel belonging to their respective ports, and from what places such apprentices were respectively sent; and shall transmit true copies of such register, signed, to the quarter-sessions, or to such cities or places, when they shall be reasonably required so to do, upon penalty of £5. § 13.

Cockets. Every officer of customs, at each of the ports aforesaid, shall insert from time to time, at the bottom of their cockets, the number of men and boys on board the respective vessels, at their going out of every such port, therein particularly describing the apprentices by their respective names, ages, and the dates of their several indentures. § 14.

Voluntary Apprentices.—Register.—Protections. Every such person who shall so voluntarily put himself apprentice to any such masters or owners, shall not be impressed into His Majesty's sea service for three years, to be accounted from the dates of the respective indentures of such voluntary apprentices: all which indentures are to be registered, and certificates thereof given and transmitted by such collector; upon receipt of which certificates, protections shall, from time to time, be given, for the first three years of their several apprenticeships. § 15.

Former Act repealed. So much of the act of 37 Geo. 3. c. 73.

as requires the master of any ship trading to His Majesty's colonies and plantations in the West Indies to have on board an apprentice or apprentices is hereby *repealed*. 4 Geo. 4. c. 25. § 1.

Number of Apprentices proportioned to Tonnage. From 1st January, 1824, every master of any merchant ship, exceeding the burthen of 80 tons, shall have on board his ship, at the time of such ship clearing out from any port of the United Kingdom called Great Britain, one apprentice or apprentices, in the following proportion to the number of tons of her admeasurement, according to the certificate of registry, *viz.* for every vessel,

Exceeding 80 tons and under 200 tons, 1 apprentice at least.

of 200 400 2

400 500 3

500 700 4

700 and upwards 5

who shall, at the period of being indentured, respectively be under the age of 17 years: provided that every apprentice so to be employed on board any vessel, as above described, shall be duly indentured for at least four years; and the indentures of every such apprentice shall be enrolled with the collector and controller at the custom-house of the port whence any such vessel shall first clear out after the execution of such indentures. § 2.

Not to affect certain Acts. Nothing in this act shall extend to alter or in any wise affect any act now in force, and not amended or repealed by this act, whereby any vessels are required to have on board apprentices, and such apprentices as shall be on board any vessels conformably to the regulations of any such act, shall be deemed in the number required by this act. § 3.

Exemption from Impressment—Apprentice leaving Service. Every apprentice so enrolled is hereby exempted from serving in His Majesty's navy, until he shall have attained the age of 21 years, provided he is regularly serving his time either with the first master or ship-owner, or some other master or ship-owner to whom his indentures shall have been regularly transferred; and every owner or master neglecting to enrol such indentures, or who shall suffer any such apprentice to leave his service, except in case of death or desertion, sickness, or other unavoidable cause, to be certified in
the

the log-book, after the vessel shall have cleared outwards on the voyage upon which such vessel may be bound, shall for every such offence forfeit £10, to be paid in manner following, that is to say, one moiety by the owners of such vessel, and the other moiety by the master thereof, to be levied, recovered, and applied in manner herein-after mentioned. § 4.

Transfer of Indentures. Every person to whom such apprentice shall have been bound may employ him at any time in any vessel of which such person may be the master or owner, and may also, with the consent of such apprentice, if above the age of 17, and, if under that age, with the consent of his parents or guardians, transfer the indentures of such apprentice, by endorsement thereon, to any other person who may be the master or owner of any registered vessel. § 5.

Stamp Duty. No stamp duty shall be charged on any such transfer by endorsement. § 6.

Mates of Ships exempt from Impressment. The first mate of every vessel exceeding the burthen of 80 tons, and the first and second mate of every vessel exceeding 300 tons burthen, are hereby exempt from being impressed to serve in His Majesty's navy, provided they are regularly entered as such upon the articles entered into by and between the master, seamen, and mariners of such merchant vessel. § 7.

Application of Penalties—Mode of Recovery. The forfeiture given as above by this act shall be paid and applied in manner following; that is to say, one-third part thereof towards the support of Greenwich hospital; one-third part thereof towards the support of the seamen's hospital at the port to which the vessel in respect of which the forfeiture shall arise belongs; but in case there shall be no seamen's hospital at the port to which such vessel belongs, then for the use and benefit of the old and disabled seamen of the same port and their families, to be distributed at the discretion of the persons having the direction of the merchant seamen's fund at such port, or in case there be no such establishment there, by the magistrates or overseers of the poor of such port; and the other third part thereof for the persons who shall inform and sue for the same; and such forfeiture shall be recovered upon

information on the oath of one or more witnesses before any one or more of His Majesty's justices of the peace, in any part of the United Kingdom, who shall not reside more than ten miles from the place of abode of the persons complained of, which justices are hereby required to issue out their warrants to bring before them every person, charged with any offence under this act; and in case he shall refuse or neglect to pay such penalties or forfeitures, to issue their warrants to levy the same by distress and sale of the offender's goods; and in case no distress be found, to commit the offender to the common gaol at the city, town, or place within the jurisdiction of such respective justices, there to remain for the space of three calendar months, or until he shall pay the same. § 8.

When Persons to be deemed Apprentices. No person shall be deemed to be an apprentice for the purposes of the preceding act of 4 Geo. 4. c. 25., unless the indenture of such apprentice shall have been enrolled with the collector and controller of the port from which any such apprentice shall first go to sea, after the date of such indenture, or in default of such enrolment, until the same shall have been enrolled at some port from which the ship in which such apprentice shall afterwards go to sea shall be cleared. 6 Geo. 4. c. 107. § 138.

PASSENGERS.

[As to Ireland, see p. 301.]

Repeal. The act of 6 Geo. 4. 116, is hereby *repealed*. 7 & 8 Geo. 4. c. 19. § 1.

PILOTS AND PILOTAGE, BUOYS AND BEACONS.

Repeal of former Acts. All things, relating as well to pilots appointed by the corporation of trinity house of Deptford Strond, as to pilots of the fellowship of Dover, Deal, and the Isle of Thanet, and to the pilotage by and regulation of all such pilots, and also as to the conduct of all persons in matters of pilotage, within the jurisdiction of the corporation of trinity house of Deptford Strond, and the liberty of the cinque ports, which are contained in *any* act of parliament heretofore made, are hereby repealed. 6 Geo. 4. c. 125. § 1.

Pilots to be appointed.—How long present Licences to remain in force. It shall be lawful for the corporation of trinity house of Deptford Strond, and they are hereby required, after due examination, to appoint and license, under their common seal, fit and competent persons duly skilled to act as pilots, for the purpose of conducting all vessels sailing, navigating, and passing as well up and down or upon the rivers of Thames and Medway, and the several channels, creeks, and docks thereof or therein, or leading or adjoining thereto, between Orfordness and London Bridge, as also from London Bridge to the Downs, and from the Downs westward as far as the Isle of Wight, and in the English Channel, from the Isle of Wight up to London Bridge: and vessels sailing, navigating, and passing as aforesaid (except as hereinafter provided), shall be conducted and piloted within the limits aforesaid, by such pilots so to be appointed and licensed, and by no other pilots or persons whomsoever: provided, that it shall be lawful for all pilots heretofore licensed by the said corporation until the 31st January 1826, and whilst their licences shall respectively continue in force, but no longer, to pilot or conduct any vessels within such limits as such pilots might lawfully have conducted and piloted the same immediately before the passing of this act; and the licences so heretofore granted to such pilots respectively, shall, unless revoked or suspended, as hereinafter mentioned, continue in force notwithstanding this act, until the 31st January 1826, so that such pilots respectively do in all things conform themselves to the provisions of this act, and the bye-laws, rules, orders, and regulations hereinafter directed to remain in force, or to be established under the same. § 2.

Who shall be licensed as Pilots. No person shall be licensed by the corporation of trinity house of Deptford Strond as a pilot, who shall not have served as mate for three years on board of, or who shall not have been for one year in the actual command of a square-rigged vessel of not less than 80 tons register tonnage, as to licences for the North Channel upwards, and not less than 150 tons register tonnage, as to licences for the North Channel, Queen's Channel, South Channel, or other channels downwards, or who shall not have been employed in the pilotage or buoyage service of the corporation for seven years, or who shall not have served an apprenticeship of five years to some pilot vessel licensed under the act of 52 Geo. 3. or under this act; and no person so licensed shall take charge as a pilot of any vessel drawing more than 14 feet water in the rivers Thames or Medway, or any of the channels leading thereto or therefrom, until such person shall have acted as a licensed pilot for three years, and shall have been after such three years, on re-examination, approved of in that behalf by the corporation, on pain of forfeiting £10 for every such offence, as well by the person acting as such pilot, as also by the master of such vessel, who shall permit any such person to take charge as a pilot of the same, contrary to the provision aforesaid. § 3.

What Pilots to pay annually, and Poundage on Earnings. Every pilot already licensed by the corporation of trinity house of Deptford Strond, or to be licensed by the corporation under the authority of this act (except only such pilots as have been or shall be so licensed by the corporation, upon their receiving certificates of examination by any sub-commissioners of pilotage), in lieu of all the ancient and accustomed duties heretofore payable by such pilots to the corporation, shall from time to time, and at all times hereafter, pay or cause to be paid to the corporation, or to such persons as they shall appoint to receive the same on their behalf, the sum of 3 guineas, in the month of January yearly; and every pilot so licensed, or to be licensed by the corporation, as well upon receiving such certificates, as otherwise howsoever, shall also from time to time and at all times, from 1st July next, pay or cause to be paid to the corporation, or to such persons and at such places and times as the corporation shall in that behalf appoint, a certain poundage of 6*d.* in the pound upon all the pilotage earned by each of such pilots, from the said 1st day of July inclusive, on pain of forfeiture for default of any of the payments aforesaid, or for any concealment or fraud therein or relating thereto, double the amount payable, and of being suspended or dismissed from acting as a pilot, at the discretion of the corporation; which payments shall be carried to and applied to the purposes of the pilots' fund hereinafter mentioned. § 4.

Sub-Commissioners to examine Pilots, and to grant Licences. It shall be lawful for the corporation of trinity house of Deptford Strond, and they are hereby required to appoint from time to time (as often and for such periods as they in their discretion shall think fit) proper and competent persons, at such places in England as they may think requisite (except within the liberty of the cinque ports, and all such other places within or for which particular provision shall have been made by any act of parliament, or by any charter for the appointment of pilots), not to exceed five nor less than three persons at each place for which any such appointment shall be made, which persons so to be appointed shall be called sub-commissioners of pilotage, and shall take the oath annexed, (a) for the faithful discharge of their duty; and such persons shall examine, and they are hereby authorized (so long as their respective deputations or appointments shall not be revoked or superseded by the appointment of other persons in their places) to examine into the qualification of persons to act as pilots for such respective ports and places, and the adjoining coasts specified in their respective deputations or appointments; and it shall be lawful for the corporation, upon their receiving a satisfactory certificate under the hands of any three of the persons so to be appointed, where the whole number at any place shall consist of four or five, and of any two where the whole number shall consist of three, that the person examined is duly qualified to act for such ports and the adjoining coasts, to give a licence to such person to act as a pilot within the particular limits (describing the same) for which he shall have passed such examination. § 5.

How Sub-Commissioners at Hull and Newcastle may grant Licences, &c. It shall be lawful for the corporations of the trinity houses of the ports of Hull and Newcastle respectively, to appoint sub-commissioners of pilotage to examine pilots, and give licences for them to pilot vessels into or out of any ports, harbours, or places within the limits of their respective jurisdictions; provided that such sub-commissioners as have been already appointed, either by the corporation of trinity house of Deptford Strond,

(a) See at the end of this act.

or by the said corporations of the trinity houses of the ports of Hull and Newcastle respectively, under the authority of any act of parliament heretofore passed, shall continue to act in the same manner as if they were appointed under this act. § 6.

Notice of Appointment of Pilots in Gazette, Newspapers, &c. As soon as the corporation of trinity house of Deptford Strond shall have licensed pilots for any particular port, and the respective coasts near the same, they shall cause notice of such licences to be published by fixing up such notice in writing at the trinity house and at the custom house in London, and also at the respective custom houses of the ports for which, and for the coasts near the same, such licences shall be granted, and shall also afterwards cause such notice to be published in the London Gazette, and in one or more of the newspapers circulated in that part of the country where the ports shall respectively be situated, which publication in the London Gazette shall be good and sufficient evidence of such notice having been given; and from and after a time to be limited in the notice, which shall not in any case, or in relation to any vessel whatever, be less than six weeks from the publication thereof, and shall be proportionably more at the discretion of the corporation, in relation to vessels engaged in foreign voyages at the time of such publication, all vessels sailing, navigating, or passing into or out of the respective ports, or upon the coasts thereof, (except as hereinafter mentioned) shall be conducted and piloted by such pilots only as shall be so licensed, and by no other pilots or persons whomsoever. § 7.

Rates to be established, and Notice given of Alterations. The corporation of trinity house of Deptford Strond are hereby authorized and required to establish, vary, and alter from time to time, as circumstances shall render the same necessary, rates of pilotage, in relation to all pilotage performed in any river, place, or upon any coast whatever, by any pilots already licensed, or who shall be licensed by the corporation, upon their receiving certificates of examination from sub-commissioners of pilotage, which rates shall be regulated by and proportioned as well to the size and draught of water of the vessels, as to the distance piloted, the detention and responsibility of the pilot, and such other circumstances as the corporation may think fit to take into consideration in fixing and establishing such rates; of which establishment or alteration of rates of pilotage notice shall be given, by hanging up printed tables thereof, corrected from time to time as variations therein shall be made at the several custom houses at the ports to which the said rates shall apply; and no greater or less rates, or other reward or emolument for such pilotage, shall under any pretence whatever be demanded, solicited, received, paid, or offered, on pain of forfeiting £10 for every such offence, as well by the person demanding, soliciting, or receiving, as by the person paying or offering such greater or less rates, reward, or emolument; provided that ships returning by distress of weather, contrary winds, or on account of accident, into ports in the districts of the Isle of Wight, Plymouth, and Falmouth, shall be subject to pay one half of the common pilotage in the said ports. § 8.

Appeal if Rates not Satisfactory. If the major part in number of the pilots who shall be licensed by the corporation of trinity house of Deptford Strond, for any particular place, in consequence of their receiving certificates of examinations, shall be dissatisfied with the rates so established or altered for such place; or in case any owner of any vessel interested in any such rates shall be dissatisfied therewith, it shall be lawful for such parties respectively to appeal to His Majesty, in his most honourable privy council, and for any committee of such privy council,

calling to their assistance any such persons as they may think fit, to hear and determine the matter of such appeal, and to settle, alter, and regulate such rates as to them shall appear to be expedient, in case the matter of such appeal shall, in the discretion of the privy council, or committee thereof, appear to require the making of any order therein. § 9.

How long Licences to be granted for, and how to be renewed. The licences to be granted under the authority of this act, by the corporation of trinity house of Deptford Strond, shall be granted in the first instance up to and until the 31st day of January next ensuing the date thereof, and no longer; and the same licences, and also the licences heretofore granted by the corporation, and which shall be in force at the time of the passing this act, shall and may be renewed and confirmed from year to year, up to and until the 31st day of January in every year, and no longer, at the discretion of the corporation, such renewal and confirmation to be by indorsement on such licences respectively, signed by the secretary to the said corporation for the time being, or by such other person as shall or may be thereunto authorized by the corporation. § 10.

Bye-Laws to be made. All persons licensed to act as pilots, or in pilot vessels, by the corporation of trinity house of Deptford Strond, by virtue of this act, shall from time to time and at all times hereafter be subject to the regulations and government of the corporation, who are hereby authorized and empowered, as well for ensuring the good conduct and constant attendance of such pilots upon their duty, as for enforcing the general purposes of this act, from time to time to make and frame all such bye-laws, rules, orders, regulations, and ordinances, as they shall think fit, therein specifying and directing also what annual or other sums shall be paid by any such pilots to the sub-commissioners of pilotage, for the examination of such pilots, and for granting and renewing or confirming their licences from time to time; and it shall be lawful for the corporation respectively to annex such reasonable penalties and forfeitures for the breach of such bye-laws, &c. when made, as to them shall seem expedient in that behalf; and from time to time to annul, alter, and amend, all or any of the existing bye-laws, &c. and to make such other and new bye-laws, &c. as they shall think proper, so as such bye-laws, &c. be made conformable to the true intent and meaning of this act, and shall not be repugnant to the laws of this realm: provided always, that no bye-laws, hereafter to be made by the said corporation, shall have force or effect before they shall have been examined and approved by the chief justice of His Majesty's Court of King's Bench, or by the chief justice of His Majesty's Court of Common Pleas, the sanction and approbation of either of which chief justices shall be verified under his hand and seal; and all such bye-laws, &c. when so made and confirmed, shall be observed and put in execution, and have the same force and effect and operation, as if the same were respectively enacted by this act. § 11.

Sanction and Notice of Bye-Laws. Copies of all such proposed bye-laws, &c. shall be transmitted to His Majesty's privy council, and to the commissioners of customs in London, three calendar months before the same shall be submitted to such chief justice; and the commissioners of customs are hereby required, upon the receipt of such copy, to cause the same to be printed and hung up, as soon as the same can be done, in the several custom houses of the principal ports in Great Britain, there to be open to the inspection of all persons interested therein at all seasonable times; and notice shall be given in the Gazette of such proposed bye-laws being so hung up for inspection as aforesaid. § 12.

Further

Further Notice of Bye-laws. All such bye-laws, &c. as shall be so made and confirmed, shall be printed, and shall be hung up in some public or conspicuous place in the several custom houses of the ports of England, within the limits for which the pilots respectively shall be licensed, and also at the trinity house in London. § 13.

How Lord Warden of Cinque Ports to license Pilots.—Existing Licences. The lord warden of the cinque ports and constable of Dover Castle, or his lieutenant, are hereby required to appoint and license fit and competent persons duly skilled as pilots, for the purpose of conducting all vessels sailing, navigating, and passing from or by Dungeness, up the rivers Thames and Medway to London Bridge and Rochester Bridge, and the several channels, creeks, and docks of the same, and from the south buoy of the brake to the westward, as far as the west end of the Owers; and all vessels sailing, navigating, and passing as aforesaid (except as hereinafter provided), shall be conducted and piloted within the limits aforesaid, by such pilots, and by no other pilots or persons whomsoever: provided always, that it shall be lawful, for any pilot heretofore licensed by the lord warden and constable for the time being, or his lieutenant for the time being, to pilot or conduct any vessel within such limits as such pilot might lawfully have conducted and piloted the same immediately before the passing of this act; and the licences so heretofore granted to such pilots shall continue in force notwithstanding this act, so that such pilots do in all things conform themselves to the provisions of this act, and the regulations hereinafter directed to remain in force or be established under the same. § 14.

Who to act as Cinque Port Pilots. No person shall take charge of any vessel, as a pilot belonging to the society or fellowship of pilots of Dover, Deal, and the Isle of Thanet, commonly called *cinque port pilots*, before he shall be examined by the master and two wardens, or by four wardens of the said society or fellowship for the time being, touching his abilities, and shall be approved and admitted into the society or fellowship of the trinity house of Dover, Deal, and the Isle of Thanet, by the lord warden of the cinque ports, and constable of Dover Castle, or his lieutenant; and if any person shall presume to act as a pilot belonging to the said society or fellowship, without having been so examined, approved, and admitted, every such person shall for the first offence forfeit £10, for the second £20, and for every other offence £40. § 15.

What Length of Service requisite for Cinque Port Pilots. No person belonging to the society or fellowship of pilots of Dover, Deal, and the Isle of Thanet, commonly called *cinque port pilots*, shall be allowed to take charge as a pilot of any vessel drawing more than eleven feet six inches water, until he shall have been licensed and acted as a pilot for three years; or of any vessel drawing more than 14 feet water, until he shall have been licensed and acted as a pilot for two years more, making five years; or of any vessel drawing more than 17 feet water, until he shall have been licensed and acted as a pilot two years more, making seven years in the whole; and at the expiration of such period of seven years, such pilot shall be again examined as to his fitness and competency, and if he be approved of, and licensed on such examination, shall be authorized and entitled to take charge of any vessels of any draught of water. § 16.

Pilots to be examined as to Skill, and to take Oath. The master, and such wardens of the society or fellowship of pilots of the trinity house of Dover, Deal, and the Isle of Thanet, as shall be appointed from time to time to examine into the skill and ability of any person on his being first admitted as a pilot into the society or fellowship, or after he shall have been

been licensed and served for seven years, shall take the oath annexed, (a) to be administered unto him by the registrar of the court of Loadmanage, who is hereby authorized to administer such oath. § 17.

What Number of Cinque Port Pilots constantly ply at Sea, and others to go upon Signals of Fleets. A proper and sufficient number of pilots of the cinque ports, not less than 18 at any one time, and in succession from time to time, without intermission or any unnecessary delay, shall at all seasonable times, by day and night, constantly ply at sea, or be afloat between the South Foreland and Dungeness, to take charge of vessels coming from the westward; and such pilots shall not allow any vessel, having a signal for a pilot flying, to pass without attempting to board her; and upon proper signals being made at and from signal houses now erected, or which may be erected on commanding situations near to Dover for that purpose, giving notice of the approach of any fleet of vessels coming from the westward, all cinque port pilots not on duty at the time shall, according to such regulations as to number, rotation, or otherwise, as have been or shall be made in that behalf, forthwith prepare to go afloat, and shall go off in sufficient time to fall in with such vessels, on pain of forfeiting, in case of neglect herein, for the first offence £20, and for the second the offender shall be suspended from acting as a pilot for 12 months, and for the third offence shall forfeit his licence to act as such pilot, and shall be rendered thereby incapable of acting thereafter as a pilot. § 18.

Signal for Pilot on Ships coming from the Westward. The master of any vessel coming from the westward, and bound to any place in the rivers of Thames or Medway, not having a duly qualified cinque port pilot on board, shall, on the arrival of such vessel off Dungeness, and until she shall have passed the south buoy of the Brake, or a line to be drawn from Sandown Castle to the buoy, or have been at anchor for one hour, as hereinafter mentioned, display and keep flying the usual signal for a pilot to come on board; and if any duly qualified cinque port pilot shall be within hail or approaching and within half a mile, with the proper distinguishing flag flying in his vessel or boat, the master of such vessel shall, by heaving to in proper time or shortening sail, or by all practicable means consistently with the safety of the vessel, facilitate such pilot getting on board, and shall give the charge of piloting his vessel to such cinque port pilot; and every person commanding any such vessel, who shall not display and keep flying the usual signal for a pilot to come on board, from the time such vessel shall have arrived off Dungeness, and until she shall have passed the south buoy of the Brake, in a line to be drawn from Sandown Castle to the buoy (unless in the meantime a duly qualified cinque port pilot shall have come on board), or who shall within the limits aforesaid decline to take on board the first duly qualified cinque port pilot who shall offer, or to give charge of his vessel to such duly qualified cinque port pilot, or who shall not heave to, shorten sail, or otherwise consistently with the safety of the vessel facilitate such pilots coming on board as aforesaid, shall forfeit double the amount of the sum which would have been demanded for the pilotage of such vessel: provided, that if any vessel coming from the westward, and bound to any place in the rivers Thames or Medway, shall anchor any where in the Downs between the South Foreland and a line drawn from Sandown Castle to the south buoy of the Brake, having

(a) See at the end of this act.

any licensed pilot other than a duly qualified cinque port pilot on board, it shall not be necessary for the master of such vessel to display or keep flying the usual signal for a pilot to come on board thereof, any longer than one hour next after such vessel shall so have anchored; and it shall be lawful for any duly qualified cinque port pilot at any time before such vessel shall have been at anchor one hour with such signal flying, to repair on board the same, and to take charge of her up the said rivers, but not otherwise. § 19.

Compensation to Upper Book Pilots. It shall be lawful for the court of loadmanage from time to time to settle the amount of the deductions to be made from the rates received by lower book pilots, for taking charge of vessels of greater draught of water than they could before the passing of the act of 52 Geo. 3. by law take, and in what proportions and how and in what manner and to whom the same are to be paid, and how the same shall be applied in making compensation to the persons who were upper book pilots at the time of the passing of the said act, for the losses they may sustain by such lower book pilots taking charge of such vessel as aforesaid, provided that such deductions so to be fixed shall from time to time be diminished as such persons who were so upper book pilots at the time of the passing of the said act shall die, be superannuated, or discontinue to act as pilots, and that such deductions shall be taken and accepted in lieu of all other allowances or contributions whatsoever from the lower book pilots, except trinity money, clerks' fees, and for widows. § 20.

What Regulations Cinque Port Pilots subject to, and how to be made and published.—Pilots always to possess Copies of Rules.—Surplus Earnings. All persons licensed or to be licensed to act as cinque port pilots shall at all times hereafter be subject to the regulations and government of the lord warden of the cinque ports and constable of Dover Castle, and it shall be lawful for the master and wardens of the society or fellowship of pilots of Dover, Deal, and the isle of Thanet, and the lord warden of the cinque ports and constable of Dover Castle, his lieutenant, or the deputy lieutenant, with the assent of the commissioners of loadmanage, present at an assembly called *A Court of Loadmanage* to be held by the lord warden or his deputy, as and when they shall see fit, or occasion shall require, to annul, alter, or amend the regulations of the lord warden or court of loadmanage, which shall be in force on 5th July, 1825, and which are to remain in force notwithstanding the same, and to make from time to time such other sufficient rules for enforcing the due observance of the provisions of this act by all cinque port pilots, and for providing for the good government, constant attendance, and regulation of all such pilots in going off to and taking charge of, and conducting and navigating His Majesty's vessels, and the vessels in His Majesty's employ, and also all vessels whatever and where-soever, within the proper and usual limits of such pilots, or wherein they shall for the time being act or be; and for effectually securing the performance of all the duties and services of such pilots, at all times, and all alterations and amendments in such regulations so in force, and all other regulations, or alterations thereof, hereafter to be made, shall, before the same are allowed to take effect, or become binding on any person whatever, be printed and transmitted to the custom house in London, and there hung up in some conspicuous place in the long room of the said custom house; and notices shall be published in the Gazette, and put up at the custom houses within the cinque ports, of such regulations,

lations, or any alterations thereof, for inspection, for one calendar month, in order that any persons interested therein, whether as owners or masters of ships, or pilots, or otherwise, may transmit to the lord warden of the cinque ports, or his lieutenant, any objections which they may have thereto, for the purpose of the same being altered or confirmed; and if no objection to the regulations so made or altered shall be proposed by any person, within thirty days after the notices shall have been given and made public, in the manner hereinbefore provided, they shall have the same force and effect as all other regulations for the government of pilots within the jurisdiction of the cinque ports have; but if an objection be made to the lord warden, or his lieutenant, by any person, to any regulation, or to any alteration in any regulation, of which notice shall be given, within thirty days after the publication thereof, then the operation thereof shall be suspended until reference be had to His Majesty's privy council, who are to hear as well any person who shall be deputed by the court of loadmanage, as by the person objecting, and finally to decide as to the confirming, altering, or rejecting such regulations, which decision of the privy council shall be final and binding on all parties; and copies of such regulations shall be delivered to every member of the society or fellowship, and also to every new member of the society on his election; and a copy or extract thereof *shall be at all times in the possession of every pilot* belonging to the cinque ports, as well those already admitted and licensed, as all others hereafter to be licensed, as such pilots: and it shall be lawful in such regulations to establish rates of payment out of such surplus earnings of the lower book pilots, as may arise from their being allowed to take the higher classes of ships, in the absence of pilots of the upper book, under the provisions of this act, for the better support and maintenance of the upper book pilots, and also penalties and forfeitures for the enforcing such regulations, and better ordering of the said pilots, and for suspending or depriving any of them of their licences for breaking such rules or orders, or omitting to do any thing required by the same to be done, or for acting in anywise contrary to such rules or orders. § 21.

How defective Rules may be altered. If any such regulations so hereafter to be made in relation to cinque port pilots shall appear to be in any material point erroneous, insufficient, or defective, it shall be lawful for the owner of any ship, or other person interested in the matter of such regulations, to apply to His Majesty's privy council, who shall thereupon amend, correct, or enlarge the same, or cause such other proper and sufficient regulations to be drawn up for the purposes aforesaid; which regulations so made, or so amended, corrected, and enlarged, shall be distributed, published, and made use of in such manner as His Majesty's privy council shall in that behalf appoint and direct; and the same shall take effect from such time as in the said regulations shall be expressed in regard to the commencement thereof. § 22.

Number of Cinque Port Pilots. Until the number of cinque port pilots shall by death or otherwise be reduced below one hundred and twenty, or shall be added to, as hereinafter mentioned, it shall not be lawful for the said lord warden and constable of Dover Castle, or his lieutenant for the time being, without special permission in that behalf given by His Majesty's most honourable privy council, upon the recommendation of the said corporation of trinity house of Deptford Strond, to fill up any more than each alternate vacancy which shall arise in the number of such pilots: provided, that twenty cinque port pilots more, or any less number of such pilots, shall and may be added to the then existing

existing number whenever such addition shall be directed to be made by an order of such privy council, upon application thereto for that purpose by the said corporation of trinity house, and in like manner from time to time, so as the number of cinque port pilots shall not at any one time exceed one hundred and eighty, of which said reduction or additions respectively notice shall be given by or under the authority of the lord warden of the cinque ports, in the London Gazette, and in one or more newspaper or newspapers circulating in the counties of Middlesex and Kent. § 23.

How Vacancies in Number of Pilots to be filled up. Whenever such additions to the number of pilots shall respectively take place, as hereinbefore provided, the numbers so increased shall from thenceforth be kept up from time to time by the appointment of pilots in succession, as often as any vacancy shall happen by death, incapacity, or dismissal: provided always, that in time of peace no more than each alternate vacancy in the number of cinque port pilots shall be filled up without a special permission in that behalf given by His Majesty's privy council, upon the recommendation of the corporation of trinity house, unless the number of such pilots shall, at the time of such filling up, be reduced below one hundred and twenty, in which case such vacancy may be filled up from time to time without such permission. § 24.

Rates to be received by Pilots.—Other Rewards. The rates annexed shall and may be lawfully demanded and received by any pilot licensed or or to be licensed by the corporation of trinity house of Deptford Strond, or by the lord warden of the cinque ports and constable of Dover Castle, or his lieutenant, for the piloting or conducting of any vessel from place to place, as expressed in the tables; (a) and no greater or less rates or prices or other reward or emolument shall under any pretence whatever be demanded, solicited, received, paid, or offered than such rates or prices, on pain of forfeiting £10 for every such offence, as well by the person demanding, soliciting, or receiving, as also by the person paying or offering such greater or less rate or price, reward, or emolument. § 25.

How Rates may be varied. The corporation of trinity house of Deptford Strond (as to the rates to be received by licensed pilots), and for the lord warden of the cinque ports and constable of Dover Castle, or his lieutenant (as to the rates or prices to be demanded and received by licensed pilots), and they are hereby authorized from time to time, with the consent of His Majesty, in his privy-council, to increase, reduce, alter, or modify all or any of the said rates, or to substitute other rates, and the same rates so altered, or substituted, again in like manner, and with the like consent from time to time to alter, or modify, or others to substitute, and to fix the period (so that the same be not less than three calendar months from the giving of the notice hereinafter mentioned) from which such altered or substituted rates are to be demanded, of which rates, and of the period from which the same are to be demanded, notice shall from time to time be given, by hanging up printed tables thereof in some public or conspicuous place in the custom house of London, and also at the trinity house in London; and from the period specified in such last-mentioned tables, the respective rates therein enumerated may and shall be demanded and received by any pilot licensed by the corporation of trinity house, or by the lord warden of the cinque ports and constable of Dover Castle, or his lieutenant respectively, instead of the several rates and prices mentioned in the said tables, and

(a) See pages 390 and 391.

from such period, no greater or less rates or prices, or other reward or emolument, shall, under any pretence whatever, be demanded, solicited, received, paid, or offered, on pain of forfeiting £10 for every such offence, as well by the person demanding, soliciting, or receiving, as also by the person paying or offering such greater or less rate or price. § 26.

Pilots to give Bond. Every person, who shall apply for a licence to act as a pilot by virtue of this act, shall, before any licence shall be granted to him, execute a bond in a penal sum, at the discretion of the corporation of trinity house of Deptford Strond, or of the lord warden of the cinque ports and constable of Dover Castle, or his lieutenant (as the case may be), to an amount not exceeding £100, to be paid to the corporation, or to the society or fellowship of pilots of Dover, Deal, and the Isle of Thanet (as the case may be), their successors or assigns, with a condition subjoined thereto for better securing the due obedience of such pilot to the bye-laws, rules, orders, regulations, and ordinances made in pursuance of any act of parliament heretofore passed, or which shall be made and framed pursuant to this act, which bond shall be capable of being given in evidence in any court of law or equity, without being stamped according to the laws relating to the stamp duties: provided that all bonds before given by pilots under any former act of parliament shall continue in force, and be deemed to be given under this act, unless new bonds shall in any case be required by the corporation, or by the lord warden and constable, or his lieutenant, in which case new bonds shall be given accordingly. § 27.

Bye-Laws under former Acts. All bye-laws which shall be in force on 5th July, 1825, shall remain in force until the same respectively shall have been annulled or altered, or other bye-laws, made in lieu thereof under this act, and shall be declared to be good and valid bye-laws under this act. § 28.

How and when Licences may be revoked, annulled, or suspended. As well every such licence so granted or to be granted, renewed, or confirmed, by the corporation of trinity house of Deptford Strond, or by the lord warden of the cinque ports and constable of Dover Castle, or his lieutenant, shall and may be by the corporation, or by the lord warden and constable of Dover Castle, or his lieutenant respectively, annulled, suspended, or adjudged to be forfeited, in such manner and at such time as to them shall seem meet, as well during as at the end of the period for which such licences respectively shall have been so granted, renewed, or confirmed. § 29.

How and when Pilots suspended may Appeal. Every pilot whose licence shall be revoked, annulled, suspended, or adjudged to be forfeited, or who shall be suspended from acting as a pilot, as hereinbefore or hereinafter mentioned, shall and may, at any time within six months next after such revocation, &c. shall have been made, and upon giving notice to the corporation or other authority by which such licence shall have been so revoked, &c., and every person who, having complained of any such pilot, shall be dissatisfied with the adjudication made upon the matter of such complaint by the corporation or other authority which shall have cognizance thereof, may, at any time within six months next after such adjudication, and upon giving notice to the corporation or other authority by which such adjudication was made, appeal to His Majesty's privy council, who shall thereupon hear the appeal, and confirm or annul any determination or adjudication in the premises, or at their discretion make any particular and special order relating thereto, and to the matter of such appeal, and the costs thereof, as the case may require. § 30.

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How Vessels to be Licensed for Pilots in Attendance at Sea.—Joint Stock Companies. It shall be lawful for the corporation of trinity house of Deptford Strond, and for the said society or fellowship of pilots of Dover, Deal, and the Isle of Thanet, and also for all other corporate bodies, or persons having lawful authority to appoint pilots within the limits of their respective jurisdictions, to license vessels of such size and description as shall appear to them to be proper, for the purpose of having pilots constantly in attendance in such vessels at sea, and to nominate and appoint, and from time to time to remove and again appoint the masters of such vessels respectively; and for the better support of such pilot vessels, it shall be lawful for any number of pilots, licensed by virtue of this act, or otherwise lawfully licensed, with the consent of the said corporate bodies, or persons by whom respectively such pilots have been or shall be appointed as aforesaid, to constitute a joint stock company or companies, for the providing and maintaining of such pilot vessels, which companies and the said vessels shall at all times be subject to such regulations as shall from time to time be sanctioned and approved in that behalf by the corporate bodies, or persons by whom respectively such pilots shall respectively have been licensed. § 31.

How Pilot Boats to be distinguished.—Flags. Every pilot boat or vessel, or other boat or vessel, in the pilot service of any corporation or society established by law, in relation to pilotage, or belonging to any person authorized to act as a pilot by such corporation or society, shall at all times, and on every station, be fitted with black sides, and have the upper streak next the gunwale painted white, and shall while afloat carry a flag at the mast-head, or on a sprit or staff, or in some other equally conspicuous situation, which flag shall be of large dimensions, proportioned to the size of the boat or vessel carrying the same, and shall be half red and half white, in horizontal stripes, of which the uppermost shall be white, and the same shall at all times be kept and preserved in a clean and distinct condition, so as to be easily discerned at a proper and sufficient distance; and every such boat or vessel shall also have the name of the principal pilot thereof for the time being painted in broad white letters, of three inches in length, on a black ground, on her stern, and on each bow such number as shall be expressed in the licence of such principal pilot, which name and number shall not be hid or concealed by any person at any time, on pain of forfeiting, for the omission or evasion of any of the provisions hereinbefore made in respect of such pilot boat or vessel, £20 to be paid by the senior pilot on board, who is hereby declared answerable for the due observance of the matters aforesaid, by every person on board such boat or vessel; and in case any pilot be carried off in any boat not in the service of any such corporation or society, such pilot shall exhibit a similar flag at the mast-head, or on a sprit or staff, to distinguish that such boat has a pilot on board, on pain of such pilot so carried off forfeiting £20, unless he shall show reasonable cause for having omitted to exhibit such flag. § 32.

Carrying distinguishing Flag not having Pilot on board. If any boat or vessel, not having a licensed pilot on board, shall without lawful authority carry such distinguishing flag, the owners or the master of such boat or vessel shall for every such offence forfeit and pay a sum of £100. § 33.

Boat running before Vessel, not having Pilot, and which cannot be boarded. If any boat or vessel run before any vessel not having a licensed pilot on board, when such vessel cannot, from particular circumstances, be boarded
for

for the purpose of directing her course, until a licensed pilot can be put on board, the pilot on board such boat or vessel, or if no pilot be on board, and the person having charge of her shall run her before such vessel, at the request or by the direction of the master thereof, then such person having charge of such boat or vessel shall be entitled to the full pilotage for the distance run, until a duly licensed pilot shall be put on board, as if such pilot, or person, had been actually on board such vessel, and had the charge of her as a pilot. § 34.

How and when Names of newly appointed Pilots to be transmitted. All bodies politic and corporate, and every other person, authorized to appoint or license pilots for any port of England, or any of the seas, coasts, harbours, or rivers thereof, or places therein, shall from time to time, when each appointment of a pilot shall be by them respectively made, forthwith transmit to the corporation of trinity house of Deptford Strond, at the trinity house in London, and to the commissioners of customs, at the custom house in London, the christian and surname, age, and place of residence of every such pilot so appointed, distinguishing the limits within which such pilot is appointed to act, and by whom such appointment is made; and the said bodies politic and corporate, and other persons, are hereby required to transmit to the corporation of trinity house at the trinity house, and to the commissioners of customs at the custom house, annually, on the 31st December, or within one calendar month afterwards, a list corrected up to the said 31st of December in each year, of the names and residences of all the pilots, within their several jurisdictions, in which list so to be transmitted to the trinity house shall be stated all such alterations (if any) as may have been made in the rates of pilotage charged, or in the regulations for governing pilots within their respective districts. § 35.

Lists of Pilots to be sent.—Quarantine. The commissioners of customs shall from time to time, with all convenient speed, transmit to the principal officers of the revenue under their management, at the several ports in England, the names and places of residence of all such pilots of whose nomination they shall receive notice from the proper authority, or who shall be in the list so annually to be transmitted to such commissioners as shall reside within the limits of each port, in order that the said principal officers may be enabled to communicate and deliver to every pilot within the limits of such port, copies of all proclamations or orders in council, respecting the performance of quarantine by ships arriving from infected places, which the said officers are hereby required to communicate accordingly. § 36.

List of Vessels to be transmitted to the Receiver of Sixpenny Duty in London. The corporation of trinity house of Deptford Strond, and the court of loadmanage of the cinque ports, and all other corporations and persons authorized to manage or direct pilots in any part of England, under the authority of any act of parliament or charter whatever, shall, annually on the 1st January in every year, or within one calendar month following, transmit to the office of the receiver of the sixpenny duty in the port of London, a list of all the vessels of every description employed by them respectively, or by persons under their authority, for the purposes of pilotage, with the number of men and boys belonging to or serving in any such vessels. § 37.

Pilot taken to Sea beyond his Limits. No pilot shall be taken to sea beyond the limits of his district by the commanding officer of any of His Majesty's

Majesty's ships, or by the master of any other ship or vessel whatever, without such pilot's free consent, except under circumstances of absolute and unavoidable necessity; and in such case every pilot so taken to sea shall over and above his pilotage have and receive 10s. 6d. a day, to be computed from and inclusive of the day next after the day on which the vessel shall pass the limit to which such pilot was engaged to pilot her up to, and until he be returned to the place where he was taken on board, or until he shall have been discharged from the ship for a sufficient time to have enabled him to return there. § 38.

Ramsgate and other Harbours. All pilots whose licences shall authorize them to pilot vessels from any place to the westward up to London Bridge, shall qualify themselves, and shall be examined as to their qualification and ability to conduct any vessel into and out of Ramsgate harbour, and the harbours of Dover, Sandwich, and Margate, and shall be obliged to pilot any vessels into and out of the said harbours; and if any such pilot refuse to take charge of or conduct any vessel into or out of any of the said harbours, such pilot shall forfeit all pay and reward to which he might otherwise have been entitled for the pilotage of any such vessel, and shall be subject to such fine or other punishment as shall be established in that behalf by the bye-laws of the corporation, or other authority, from which the licence of such pilot shall have been derived. § 39.

Rates for such Pilotage. Every licensed pilot who shall take charge of and conduct any vessel into or out of Ramsgate harbour or into or out of the harbours of Dover, Sandwich, or Margate, shall be entitled to and shall receive for such pilotage, at the rate of 5s. for every foot of the draught of water of the vessel so piloted and conducted. § 40.

What Charges Ships bound to the Thames repairing to Quarantine Stations to pay. The master of any vessel bound to the river Thames, and which shall repair to Standgate Creek, or any other place appointed for the performance of quarantine, shall pay the full charges of pilotage up to Standgate Creek, or other the place so appointed, and the pilot conducting such vessel to Standgate Creek, or other the place so appointed, shall be entitled to the further sum of 8s. a day for the days he shall be obliged to remain on quarantine. § 41.

Pilots unduly quitting Ships. If any pilot of any vessel into the rivers Thames or Medway shall quit such vessel at Gravesend or Standgate Creek, or in any other part of the Thames or Medway, before such vessel shall have arrived at the place to which she is bound in the said rivers respectively, without the consent of the captain, unless some other duly qualified pilot shall with such consent come on board, and shall take the charge and conduct of such vessel for the residue of the pilotage to be performed, every such pilot so quitting such vessel shall forfeit for every such offence all pay or reward to which he might be entitled for having conducted or piloted such vessel to Gravesend, Standgate Creek, or such part of the Thames or Medway, and shall also be subject to such other penalty or punishment as by virtue of any of the provisions of this act, or of the bye-laws, any pilots shall be liable to for quitting a vessel before she shall arrive at her place of destination. § 42.

Pilot to write his Name in Log Book, and same to be in Ship's Report, and to be reported to Trinity House, and to Lord Warden of Cinque Ports.—Reports of Vessels Clearing Outwards. Every pilot shall write his christian and surname in the log-book of every master of any vessel entering the port of London, and required to be piloted according to this act; and

and every pilot or other person inserting a false name shall forfeit £20. and the master of such vessel shall, in making the entry or report of such vessel inwards, insert or cause to be inserted in such entry or report, the name of the pilot engaged to pilot such vessel into the said port, which insertion shall be made in the entry or report (without fee or reward) by the proper officer of customs, who shall report the same to the corporation of the trinity house daily, and to the lord warden of the cinque ports monthly; and such officer is required to reject such entry or report until the name of the pilot be inserted or notified to such officer for insertion in such entry or report; and also the principal searcher or clearing officer of customs at Gravesend shall demand and take the name of the pilots of all vessels clearing outwards from the port of London, and shall transmit monthly lists of such names to the corporation of trinity house, on pain of forfeiting not exceeding £10 nor less than £5, to be paid by each person who shall neglect to comply with any of the foregoing regulations. § 43.

How Pilotage of Ships may be recovered. All sums of money which shall become due to any licensed pilot, for the pilotage of any vessel, except vessels not having British registers, trading to and from the port of London, may be recovered from the owners or masters of such vessel, or from the consignees or agents thereof, who shall have paid or made themselves liable to pay any other charge for the vessel in the port of her arrival or delivery, as to pilotage inwards, and in the port whence she shall clear out or sail as to pilotage outwards; which sums of money may be levied in such manner, according to the amount of any such sums of money respectively, as any penalty of the like amount may be recovered under this act, demand thereof being made in writing at least 14 days before such levy. § 44.

How Consignees or Agents may retain Pilotage. The consignees or agents of any vessel, from whom any sum of money due to any licensed pilot for pilotage shall have been recovered, or shall be recoverable, or by whom any such sum of money shall have been paid, are hereby authorized to retain in their hands respectively, out of any moneys which they may have received, or shall thereafter receive, on account of such vessel, or the owners thereof, so much as shall be sufficient to pay and discharge such pilotage, and any expences attending the same. § 45.

When and in what Manner Pilotage of Ships not having British Registers shall be paid. The master of every such vessel which shall enter into or sail from the port of London, or the consignees of or agents for such vessel, shall pay or cause to be paid at the trinity house in London, to such persons as shall from time to time be in that behalf appointed by the corporation of trinity house, the full pilotage inwards and outwards respectively of every such vessel; that is to say, in all cases as to pilotage outwards the full amount of pilotage for the distance which such vessel shall by law be required to be piloted by such licensed pilot; and so far as concerns the pilotage inwards, where a duly licensed pilot shall have been on board such vessel, the full amount of pilotage for the distance piloted by him, if greater than that which such vessel shall be so required to be piloted; and if less, or if no such pilot shall have been on board, then the full amount of the pilotage for the distance which such vessel shall be by law required to be piloted as aforesaid; and if such pilotage inwards, be not paid within fourteen days from the day of such vessel's reporting inwards, the same may be recovered by the corporation from the master of every such vessel, or from the consignees or agents thereof, who

who shall have paid or made themselves liable to pay any other charge for such vessel in the port of London, and may be levied in such manner, according to the amount of any such sums of money respectively, as any penalty may be recovered and levied under this act. § 46.

Receiver to pay Pilots.—Pilots' Fund. The person to be appointed by the corporation of trinity house of Deptford Strond shall, upon his receiving such pilotage, give to the person paying the same a certificate thereof in writing, and no vessel not having a British register, and being required by law to be piloted, shall be cleared at the office of customs in the port of London on her outward-bound voyage, without the production of such certificate; and the person so to be appointed shall, upon proof to the satisfaction of the said corporation that such pilotage service hath been duly performed, pay over to the pilot duly licensed, who shall have had charge of every such vessel, all such sums of money as shall have been received by such person, and as shall be due to such pilot for such pilotage service, after deducting thereout the poundage hereinbefore made payable to the corporation; and the residue of such pilotage shall, together with the poundage, be applied to the purposes of the pilots' fund of the corporation of trinity house of Deptford Strond. § 47.

Reward to unlicensed Persons who have piloted in Absence of licensed Pilot. In any case where such pilotage shall have been received as aforesaid, for any vessel not having a British register, if it appear to the said corporation that no licensed pilot was in fact employed on board thereof, the said corporation, are hereby authorized, if they so think fit, out of such pilotage to give to any unlicensed person who shall have piloted or assisted in piloting such vessel during so long time as no licensed pilot shall, to the knowledge of such unlicensed person, have offered to take charge thereof, such compensation or reward as in the discretion of the corporation they shall deem proper in that behalf, not exceeding the sum which would have been payable to a duly licensed pilot. § 48.

How Amount of Pilotage outward of Foreign Vessels to be ascertained. The rates of pilotage outward, to be paid in respect of all such vessels, shall from time to time be calculated according to the scale or amount of the tonnage of every such vessel, upon which such vessel shall be rated in the port of London, to the payment of the light and other dues payable to the corporation of trinity house of Deptford Strond, or according to the draught of water thereof, as the corporation of trinity house shall in their discretion think most proper. § 49.

How Controversies respecting the Draught of Water, of Vessels on the Thames, to be settled. Whenever any difference about the draught of water of any vessel shall arise between the master of any vessel, and any person who shall have piloted the same into the said river, or who shall be required to pilot the same therefrom, pursuant to this act, the corporation of trinity house, or some proper officer or person appointed by them, shall admeasure the draught of water of such vessel, and shall settle and determine the same between the parties, upon application made by either of them to the corporation within twelve hours after such vessel shall have arrived at her moorings in the river, on any inward voyage, or before the cargo thereof shall be begun to be unladen, or before such vessel shall quit her moorings on any outward voyage, for which admeasurement the person making the same shall be paid one guinea if the vessel be below the entrance to the London Docks at Wapping, and half a guinea if above the entrance to the London Docks, by the person
against

against whom the said person so appointed by the corporation of the trinity house shall decide. § 50.

Pilotage of small Foreign Vessels. The corporation of trinity house are hereby authorized from time to time, at their discretion, to make all such regulations in relation to the piloting of ships not having British registers, bringing fish, corn, or other provisions into the port of London, and which are or ought to be piloted by pilots licensed by the corporation of trinity house, for the ease and relief of such vessels in respect of the rates or amount of pilotage hereby made payable for such vessels, or for the exemption of such vessels from any such rates, or from any regulations as to the pilotage of such vessels under this act, or of any other act of parliament relating to pilotage, or under any law or usage whatsoever, as the corporation of trinity house shall from time to time deem expedient, in relation to such vessels respectively. § 51.

Pilots' Fund. Funds arising from surplus rates of pilotage on ships not having British registers to be applied for relief of indigent pilots, &c. § 52.

In what Cases Owners or Masters of Ships not to be answerable for Loss. No owner or master of any vessel shall be answerable for any loss or damage which shall happen to any person whatsoever, from no licensed pilot being on board of any such vessel, or of no duly qualified pilot being on board thereof, unless it be proved that the want of such licensed or of such duly qualified pilot respectively shall have arisen from any refusal to take such licensed or qualified pilot on board, or from the wilful neglect of the master of such vessel in not heaving to, or using all practicable means, consistently with her safety, for the purpose of taking on board thereof any pilot who shall be ready and offer to take charge of the same. § 53.

To what Extent Owners liable. Nothing in this act shall make the owner of any vessel liable in any such case for any loss or damage beyond the value of such vessel, and her appurtenances, and the freight due or to grow due for the voyage wherein such loss or damage may happen or arise. § 54.

Loss arising from Incompetency of Pilots. No owner or master of any vessel shall be answerable for any loss or damage which shall happen to any person whomsoever by reason of any neglect, default, incompetency, or incapacity of any licensed pilot acting in the charge of any such vessel, under this act, so long as such pilot shall be duly qualified to have the charge of such vessel, or so long as no duly qualified pilot shall have offered to take charge thereof. § 55.

Remedies previously existing. Nothing in this act shall deprive any person of any remedy upon any contract whatsoever, which he might have had if this act had not been passed, by reason of the neglect or incapacity of any pilot, or by reason of no pilot, or of no duly qualified pilot, being on board of any such vessel, unless it be proved that the want of a pilot, or of a duly qualified pilot, shall have arisen from any refusal to take a pilot or a duly qualified pilot on board, or from the wilful neglect of the master of such vessel in not heaving to or using all practicable means consistently with the safety of such vessel, for the purpose of taking on board any pilot who shall be ready and offer to take charge of such vessel. § 56.

To what Extent Pilots liable for Want of Skill or from Neglect. No pilot shall be liable to any action for damages at the suit of the party
grieved

grieved in any greater sum than the amount which shall have been specified by way of penalty in such bond, and the pilotage payable to him in respect of the voyage on which such vessel shall then be, for any loss or damage which shall happen from his neglect or want of skill, whilst acting in his capacity of a pilot on board such vessel. § 57.

Penalty on Masters of Vessels piloted by any other than licensed Pilot. Every master of any vessel who shall act himself as a pilot, or who shall employ or continue employed as a pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified, or beyond the extent of his qualification, after any pilot licensed and qualified to act as such, within the limits in which such vessel shall then actually be, shall have offered to take charge of such vessel, or have made a signal for that purpose, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the pilotage of such vessel, and shall likewise forfeit for every such offence an additional penalty of £5 for every 50 tons burthen of such vessel, if the corporation of trinity house, as to cases in which pilots licensed by the corporation shall be concerned, or the lord warden, or his lieutenant, as to cases in which the cinque port pilots shall be concerned, shall think it proper that the person prosecuting should be at liberty to proceed for the recovery of such additional penalty, and certify the same in writing. § 58.

How Masters may Pilot their own Ships. Notwithstanding any thing in this act, the master of any collier, or of any vessel trading to Norway, or to the Cattegat, or Baltic, or round the North Cape, or into the White Sea, on their inward or outward voyages, or of any constant trader inwards from the ports between Boulogne inclusive and the Baltic (all such vessels having British registers, and coming up either by the North Channel, but not otherwise), or of any Irish trader using the navigation of the rivers Thames and Medway, or of any vessel employed in the regular coasting trade of the kingdom, or of any vessel wholly laden with stone from Guernsey, Jersey, Alderney, Sark, or Man, and being the production thereof, or of any vessel not exceeding the burthen of 60 tons, and having a British register, except as hereinafter provided; or of any other vessel whatever, whilst the same is within the limits of the place to which she belongs, the same not being a place in relation to which particular provision hath heretofore been made by any act of parliament, or by any charter for the appointment of pilots, may lawfully, and without being subject to any of the penalties by this act imposed, conduct or pilot his own vessel when he shall conduct or pilot the same without the aid of any unlicensed pilot or other person, than the ordinary crew of the vessel. § 59.

How Ships not exceeding 60 Tons Burthen may be conducted without Pilots. It shall be lawful for His Majesty, by any order in council, to permit and authorize vessels not exceeding the burthen of 60 tons, and not having a British register, to be piloted and conducted without having a duly licensed pilot on board, upon the same conditions as are by this act imposed on British ships, not exceeding the like burthen. (a) § 60.

(a) By orders in council issued in the years 1823 and 1824, vessels of less burthen than 60 tons, belonging to the following places, are exempted from taking pilots on board, viz.

Bremen,
Prussia,
Sweden,
Norway,
Denmark,

Hanover,
Hamburgh,
Lubec,
Netherlands.

Employing Unlicensed Persons whilst Ship in Distress. Nothing in this act shall extend to subject the master or owner of any vessel to any of the penalties of this act, for employing any person whomsoever as a pilot, for the assistance of such vessel whilst the same shall be in distress, or in consequence thereof, or under any circumstances which shall have rendered it necessary for such owner or master to avail himself of the best assistance which at the time could be procured. § 61.

How Master or Mate being Owner at Dover, &c. may pilot his own Ship. Nothing in this act shall subject to any penalty the master or mate of any vessel being the owner or part owner of such vessel, and residing at Dover, Deal, or the Isle of Thanet, for conducting or piloting such his own vessel from any of the places aforesaid, up or down the rivers Thames or Medway, or into or out of any place within the jurisdiction of the cinque ports. § 62.

How Ships brought into any Port by Pilots may be removed. When any vessel shall have been brought into any port in England by any pilot duly licensed, nothing in this act shall extend to subject to any penalty the master or mate of such vessel, or if in ballast, any person appointed by any owner, or master or agent of the owner thereof, for afterwards removing such vessel in such port for the purpose of entering into or going out of any dock, or for changing the moorings of such vessel. § 63.

Reporting to Pilots false Account of Vessel's Draught of Water, or altering Marks. Every master of any vessel, who shall report, or be privy or consenting to any other person's reporting to any pilot taking the charge of such vessel, a false account of the draught of water of such vessel, shall forfeit for every such offence, in addition to the payment of the full rate of pilotage to the pilot entitled thereto, double the amount of such pilotage; and any master of any vessel, or having any interest, share, or property therein, who shall fraudulently alter any marks on the stem or stern post thereof, denoting the draught of water, or shall be privy and consenting thereto, shall for any such offence forfeit £500. § 64.

Description of Pilot on Licence. A particular description of the person of every pilot shall be written in or upon or endorsed on his licence; and every master of a vessel shall, on receiving a pilot on board, inspect his licence; and if he shall have reason to think that such pilot is not the person to whom the licence was granted, such master is forthwith to transmit a copy of such licence to the corporation or other authority by whom such licence shall have been granted, stating the date thereof, together with such account and description of the person producing such licence as may lead to the discovery of the offender. § 65.

Licence to be registered, and Pilot to have it in his personal Custody. No person shall take charge of any vessel, or in any manner act as a pilot, or receive any compensation for acting as a pilot, until his licence shall have been registered by the principal officers of the custom house of the place at or nearest to which such pilot shall reside (which officers are to register the same without fee or reward), nor without having his licence at the time of his so acting in his personal custody, and producing the same to the master of any vessel, or other person who shall be desirous of employing him as a pilot, or to whom he shall offer his services, on pain of forfeiting not exceeding £30, nor less than £10, for the first offence; and for the second or any subsequent offence, a sum not exceeding £50, nor less than £30; and upon further pain, as to any person licensed, of forfeiting

feiting his licence or being suspended from acting as a pilot, at the discretion of the corporation or other authority from which such pilot's licence was derived, either for the first, second, or any subsequent offence. § 66.

When Licences to be delivered up, and on Death of a Pilot his Licence to be returned. Every pilot, licensed, shall, at all times when thereunto required, produce or deliver up his licence to the corporation or other authority by which the same was granted; and on the death of any such pilot, his executors or administrators, or one of them, or the person to whose hands the licence of such deceased pilot shall come, shall, without wilful delay, transmit such licence to the corporation or other authority by which the same was granted, on pain of forfeiting for any neglect therein a sum not exceeding £20 nor less than 40s. § 67.

Pilots keeping Public Houses, or offending against Revenue Laws, or acting illegally as to Wrecks. If any pilot, duly licensed, shall keep, or be concerned in keeping, either by himself or any agent or servant, or other person, or shall in any way be interested in the keeping of any public house or tavern or place of public entertainment, or in the selling of any wine or spirituous liquors, or tobacco or tea (unless such pilot shall have kept or been concerned or interested in the same before 1st March 1808) and shall be duly authorized by the authority under which such pilot shall act, to continue in such business; or if any pilot, duly licensed, be convicted of any offence against any law relating to the revenue of customs or excise, or be concerned in or shall wilfully connive at any indirect practices or frauds against the revenue of customs or excise, or shall procure, abet, connive at, or participate in any destruction, spoil, or concealment, fraud, exaction, or corrupt practice, relating to vessels, or persons in distress at sea, or by shipwreck, or relating to the tackle, apparel, or furniture, or the cargoes of such vessels, or relating to the crew or passengers belonging thereto, or the moneys, goods, or chattels of any of them, in every such case every pilot shall (over and above all other punishments, mulcts, and penalties for such offences), be adjudged to forfeit his licence, or be suspended from acting as a pilot, at the discretion of the corporation or other authority from which such pilot's licence was derived. § 68.

Pilots under Suspension piloting Ships. If any person, suspended or adjudged to have forfeited his licence as a pilot, shall, during the time of such suspension, or after such adjudication, take upon himself to conduct any vessel as a pilot, such person shall be liable to all such penalties as any person who shall pilot or conduct any vessel without ever having been licensed as a pilot. § 69.

How licensed Pilots may supersede unlicensed ones. It shall be lawful for any licensed pilot within the limits of his licence, and the extent of his qualification therein expressed, to supersede in the charge of any vessel any person not licensed to act as a pilot, or not licensed so to act within such limits, or acting beyond the extent of his qualification; and every person assuming or continuing in the charge or conduct of any vessel, without being a duly licensed pilot, or without being duly licensed to act as a pilot within the limits in which such vessel shall actually be, or beyond the extent of his qualification, as expressed in his licence, after any pilot, duly licensed and qualified to act in the premises, shall have offered to take charge of such vessel, shall forfeit for every such offence not exceeding £50 nor less than £20. § 70.

When and how unlicensed Persons may act as Pilots. Any person what-
2 c 2 soever

soever may lawfully, and without being subject to any penalty by this act imposed, assume, or continue in the charge or conduct of any vessel as a pilot, so long as a pilot duly licensed and qualified shall not have offered to take the charge of such vessel, or made a signal for that purpose, or so long as such vessel shall be in distress, or under circumstances which shall have rendered it necessary for the master of such vessel to avail himself of the best assistance which at the time could be procured. § 71.

Pilots declining to go off to or take charge of Vessels, or quitting the same. Every pilot licensed, who shall, when not actually engaged in his capacity of pilot, refuse or decline or wilfully delay to go off to or on board of or to take charge of any vessel wanting a pilot, and within the limits specified in his licence, and of which he shall be qualified to take charge, upon the usual signal for a pilot being displayed from such vessel, or upon being required so to do by the captain, or by any commissioned or warrant officer of such vessel (if the same shall be in His Majesty's service), or by the master of such vessel, or by any person interested therein as principal or agent (if the same shall not be in His Majesty's service), or upon being required so to do in either of the cases aforesaid, by any officer of the corporation or society to which such pilot shall belong, or by any principal officer of customs unless (in any of the cases aforesaid) it shall be unsafe for such pilot to obey such signal, or comply with such requisition, or he shall be prevented from so doing by illness or other sufficient cause to be shown by him in that behalf; and every pilot licensed, who shall on any frivolous pretext quit any vessel, or decline the piloting thereof, after he has been engaged to pilot the same, or after going alongside thereof, before the service shall have been performed for which he was hired, and without leave of the captain of such vessel (if in His Majesty's service), or of the master of such vessel (if not in His Majesty's service), shall forfeit for every such offence a sum not exceeding £100, nor less than £10, and shall be liable to be dismissed from being a pilot, or suspended from acting as such, at the discretion of the corporation or other authority by whom such pilot was licensed. § 72.

Pilots requiring Boats, Anchors, &c. beyond what is necessary, thereby to increase Expense. In case any pilot, licensed, shall employ or make use of, or shall compel or require any person having the charge of any vessel, to employ or make use of any boat, anchor, cable, hawser, or any other thing for the service or pretended service of such vessel beyond what shall actually and *bonâ fide* be necessary and proper for the use thereof, with intent thereby to increase the charge of pilotage or pilot assistance of such vessel, whether for the gain of such pilot or for the gain of any other person whomsoever, in every such case the person so offending shall forfeit and pay not exceeding £50, nor less than £10, and shall also be liable to be deprived of his licence, or suspended from acting as a pilot, at the discretion of the corporation or other authority by whom he was licensed. § 73.

Lending Licence.—Drunkenness.—Conducting Vessel into Danger, or injuring same, or obtaining Charge by Misrepresentation. In case any pilot, licensed, shall lend his licence to any unlicensed person to assist him in acting or claiming to act as a licensed pilot, or in case any such licensed pilot, or any person not being a pilot, but acting under pretext or colour of being a pilot, shall by drunkenness render himself incapable of conducting any vessel, or shall wilfully or negligently run any vessel on shore, or lose or injure the same, or the tackle or furniture thereof, or shall wilfully and knowingly conduct, lead, decoy, or betray

betray any vessel into danger in any manner not already provided against by any statute, or shall unnecessarily or improperly cut any cable of any vessel, or cause the same to be cut unnecessarily and improperly; or if any such person shall by wilful misrepresentation of any circumstances upon which the safety of any vessel shall appear materially to depend, for the time being, obtain or endeavour to obtain the charge and conduct of any such vessel, in every such case the person so offending, or who shall aid in, procure, abet, or connive at the committing of any such offence or offences, shall, besides being liable to damages at the suit of the party grieved, forfeit and pay not exceeding £100, nor less than £20; and if the person so offending be a pilot, he shall also be liable to be deprived of his licence, or suspended from acting as a pilot at the discretion of the corporation or other authority by whom his licence was granted. § 74.

Pilots not obeying Orders of Dock Masters. If any pilot having the charge or direction of any vessel within certain distances from the respective entrances into the docks from the river Thames, and either intended to go into or having recently come out of the docks, shall neglect or refuse to obey such orders or directions as shall or may from time to time be given to such pilot by the dock-masters respectively, by virtue of the powers vested in them by any act of parliament, relating to the mooring, unmooring, moving, or removing of such vessels, then every pilot so offending shall forfeit not exceeding £50, nor less than £20; and every such pilot shall be liable to be dismissed from being a pilot, or suspended from acting as such, at the discretion of the corporation or other authority by whom such pilot was licensed. § 75.

Actions or Suits under this act to be brought within six calendar months after the fact committed. § 84.

Local Acts. All acts of parliament relative to pilots and pilotage, and in which reference is made to the acts of 43 and 52 Geo. 3. to continue in force, notwithstanding the repeal of those acts. § 85.

King's Ships not to be compelled to take pilots on board. § 86.

Jurisdiction of Court of Loadmanage, or of Court of Admiralty, not to be affected by this act. § 87.

Rights of City of London. Nothing in this act to prejudice or take away any right, property, or jurisdiction of the mayor or citizens of London upon the river Thames. § 88.

Separate Jurisdictions. This act not to affect charters or acts of parliament affecting pilots of the trinity house of the town of Kingston-upon-Hull, or of Newcastle-upon-Tyne, or of Deptford Strond, within any ports or districts having separate jurisdictions in matters of pilotage. § 89.

Former Acts for Preservation of Sea Marks and Beacons, Lights, &c. All clauses in an act passed in the eighth year of the reign of Queen Elizabeth, or any other act made and in force for the preservation of sea-marks and beacons, shall extend to all vessels duly appointed to exhibit lights therein for the preservation of vessels at sea, and to all persons removing, injuring, or destroying such vessels or lights. § 90.

Riding by, Running down, &c. Every person who shall ride by, make fast to, or remove, or wilfully run down, or run foul of any vessel appointed or placed to exhibit lights, or any buoy or beacon belonging to the corporation of trinity house, or belonging to or placed by any other corporation having lawful authority to place the same, shall, besides being liable to the expence of replacing or making good any damage occasioned thereby, forfeit for every such offence any sum not exceeding £50, nor less than £10. § 91.

TABLE of the Rates of Pilotage to be demanded and received by the Corporation of Trinity House of Deptford Strand, for Piloting Vessels.

FROM	TO	7 Feet. and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet. and upwards									
The Sea, Or- fordness, the Downs, Hove, ley Bay, and vice versa ..	Nore or Warps	3 13	6 4	2 9	4 12	0 5	1 3	5 5	9 6	5 6	8 19	6 9	13 2	10 7	6 11	0 9	11 14	6 14	1 6	16 13	6 19	6 21	5 0	23 3	9 25	2 3	
	Gravesend, Chatham, or Blackstake	4 12	6 5	7 9	6 3	3 6	18 0	7 11	9 8	5 6	8 19	6 9	13 2	10 7	6 11	0 9	11 14	6 14	1 6	16 13	6 19	6 21	5 0	23 3	9 25	2 3	
	Stundgate Creek, or Blackstake	4 16	6 5	12 3	6 8	0 7	2 6	7 18	3 8	14 9	9 8	6 10	0 10	16 3	11 10	0 13	3 6	15 9	0 18	11 9	21 5	0 23	0 0	24 16	9 26	13 6	
	Long Reach	5 5	9 6	1 6	3 17	0 7	11 9	8 10	3 0	4 0	10 2	6 11	0 9	11 14	6 12	8 14	3 6	15 9	0 18	11 9	21 5	0 23	0 0	24 16	9 26	13 6	
	Woolwich or Blackwall	5 16	6 6	9 9	3 6	7 17	3 8	19 6	9 13	3 10	11 6	11 10	6 12	8 14	3 6	15 9	0 18	11 9	21 5	0 23	0 0	24 16	9 26	13 6	---	---	
The Nore or Warps, and vice versa ..	Mooring or London Docks	1 18	9 2	3 3	2 7	0 2	10 12	6 2	19 3	6 3	3 11	9 3	15 6	4 2	9 4	10 2	5 1	3 5	16 0	6 8	9 7	14 6	8 14	0 9	13 3	10 12	6 3
	Gravesend, Stundgate Creek, or Blackstake	2 6	0 2	10 6	2 15	3 2	19 3	9 3	9 3	3 18	3 4	2 9	4 7	0 4	13 9	5 5	0 5	16 0	6 15	3 8	5 6	9 13	3 10	12 6	11 11	9 12	13 3
	Long Reach or Chatham	2 13	2 3	1 9	3 5	0 3	13 6	3 4	2 3	13 6	3 4	2 3	7 2	6 8	3 9	4 0	11 11	3 12	11 0	9 12	17 6	13 16	0 6	---	---	---	---
	Woolwich or Blackwall	3 4	6 3	10 9	3 17	3 4	2 9	4 16	6 5	5 9	5 12	0 6	4 3	6 13	6 7	2 6	8 1	0 9	4 0	11 0	9 12	17 6	13 16	0 6	---	---	---
	Mooring or London Docks	9 9	2 9	14 9	1 0	3 1	5 3	10 6	11 14	6 1	1 19	0 2	3 9	2 8	3 8	2 13	0 2	17 6	3 2	0 3	6 9	3 11	3 4	12 0	5 10	6	---
Gravesend Reach, and vice versa ..	Woolwich or Blackwall	1 3	0 1	7 6	1 12	3 16	3 2	4 3	13 6	3 2	6 3	11 9	3 13	3 4	5 6	4 3	5 1	3 6	4 3	7 11	9 8	19 6	9 13	3	---	---	---
	Mooring or London Docks	1 7	6 1	14 0	0 2	6 2	6 2	15 3	3 4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---
	Stundgate Creek, or Blackstake	2 15	3 2	19 0	3 1	9 3	4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---	---	---
	Chatham	3 4	6 3	8 0	3 10	9 13	6 1	2 9	4 12	0 5	1 3	5 10	6 19	6 8	9 6	18 0	7 7	3 7	16 5	8 5	6	---	---	---	---	---	---
	Mooring or London Docks	0 19	6 1	2 0	1 4	9 1	7 6	11 16	3 2	6 0	2 15	3 4	6 13	6 4	2 9	4 12	0 5	3 6	5 16	0 6	8 9	8 5	6 9	4 0	---	---	---
Long Reach, and vice ver- sa	Woolwich or Blackwall	1 3	0 1	7 6	1 12	3 16	3 2	4 3	13 6	3 2	6 3	11 9	3 13	3 4	5 6	4 3	5 1	3 6	4 3	7 11	9 8	19 6	9 13	3	---	---	---
	Mooring or London Docks	1 7	6 1	14 0	0 2	6 2	6 2	15 3	3 4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---
	Stundgate Creek, or Blackstake	2 15	3 2	19 0	3 1	9 3	4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---	---	---
	Chatham	3 4	6 3	8 0	3 10	9 13	6 1	2 9	4 12	0 5	1 3	5 10	6 19	6 8	9 6	18 0	7 7	3 7	16 5	8 5	6	---	---	---	---	---	---
	Mooring or London Docks	0 19	6 1	2 0	1 4	9 1	7 6	11 16	3 2	6 0	2 15	3 4	6 13	6 4	2 9	4 12	0 5	3 6	5 16	0 6	8 9	8 5	6 9	4 0	---	---	---
Woolwich, or Blackwall, and vice ver- sa	Woolwich or Blackwall	1 3	0 1	7 6	1 12	3 16	3 2	4 3	13 6	3 2	6 3	11 9	3 13	3 4	5 6	4 3	5 1	3 6	4 3	7 11	9 8	19 6	9 13	3	---	---	---
	Mooring or London Docks	1 7	6 1	14 0	0 2	6 2	6 2	15 3	3 4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---
	Stundgate Creek, or Blackstake	2 15	3 2	19 0	3 1	9 3	4	6 3	13 6	4 2	9 4	12 0	5 1	3 5	10 6	5 19	6 7	7 3	8 14	9	---	---	---	---	---	---	---
	Chatham	3 4	6 3	8 0	3 10	9 13	6 1	2 9	4 12	0 5	1 3	5 10	6 19	6 8	9 6	18 0	7 7	3 7	16 5	8 5	6	---	---	---	---	---	---
	Mooring or London Docks	0 19	6 1	2 0	1 4	9 1	7 6	11 16	3 2	6 0	2 15	3 4	6 13	6 4	2 9	4 12	0 5	3 6	5 16	0 6	8 9	8 5	6 9	4 0	---	---	---

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall be chiefly laden with corn, or other provisions, or shall, by any order of His Majesty's most honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers.—For half as far exceeding the above limits of water, the medium price between the two limits.—For intermediate distances a proportionate rate.—For removing a ship or vessel from moorings into a dry or wet dock, for a ship under 300 tons, 15s.; 300 to 600 tons, £1. 1s.; 600 to 1000 tons, £1. 10s.; 1000 to 1500 tons, £2. 2s.; 1500 to 2000 tons, £2. 10s.; 2000 to 3000 tons, £3. 10s.; 3000 to 4000 tons, £4. 10s.; 4000 to 5000 tons, £5. 10s.; 5000 to 6000 tons, £6. 10s.; 6000 to 7000 tons, £7. 10s.; 7000 to 8000 tons, £8. 10s.; 8000 to 9000 tons, £9. 10s.; 9000 to 10000 tons, £10. 10s.; 10000 to 11000 tons, £11. 10s.; 11000 to 12000 tons, £12. 10s.; 12000 to 13000 tons, £13. 10s.; 13000 to 14000 tons, £14. 10s.; 14000 to 15000 tons, £15. 10s.; 15000 to 16000 tons, £16. 10s.; 16000 to 17000 tons, £17. 10s.; 17000 to 18000 tons, £18. 10s.; 18000 to 19000 tons, £19. 10s.; 19000 to 20000 tons, £20. 10s.; 20000 to 21000 tons, £21. 10s.; 21000 to 22000 tons, £22. 10s.; 22000 to 23000 tons, £23. 10s.; 23000 to 24000 tons, £24. 10s.; 24000 to 25000 tons, £25. 10s.; 25000 to 26000 tons, £26. 10s.; 26000 to 27000 tons, £27. 10s.; 27000 to 28000 tons, £28. 10s.; 28000 to 29000 tons, £29. 10s.; 29000 to 30000 tons, £30. 10s.; 30000 to 31000 tons, £31. 10s.; 31000 to 32000 tons, £32. 10s.; 32000 to 33000 tons, £33. 10s.; 33000 to 34000 tons, £34. 10s.; 34000 to 35000 tons, £35. 10s.; 35000 to 36000 tons, £36. 10s.; 36000 to 37000 tons, £37. 10s.; 37000 to 38000 tons, £38. 10s.; 38000 to 39000 tons, £39. 10s.; 39000 to 40000 tons, £40. 10s.; 40000 to 41000 tons, £41. 10s.; 41000 to 42000 tons, £42. 10s.; 42000 to 43000 tons, £43. 10s.; 43000 to 44000 tons, £44. 10s.; 44000 to 45000 tons, £45. 10s.; 45000 to 46000 tons, £46. 10s.; 46000 to 47000 tons, £47. 10s.; 47000 to 48000 tons, £48. 10s.; 48000 to 49000 tons, £49. 10s.; 49000 to 50000 tons, £50. 10s.; 50000 to 51000 tons, £51. 10s.; 51000 to 52000 tons, £52. 10s.; 52000 to 53000 tons, £53. 10s.; 53000 to 54000 tons, £54. 10s.; 54000 to 55000 tons, £55. 10s.; 55000 to 56000 tons, £56. 10s.; 56000 to 57000 tons, £57. 10s.; 57000 to 58000 tons, £58. 10s.; 58000 to 59000 tons, £59. 10s.; 59000 to 60000 tons, £60. 10s.; 60000 to 61000 tons, £61. 10s.; 61000 to 62000 tons, £62. 10s.; 62000 to 63000 tons, £63. 10s.; 63000 to 64000 tons, £64. 10s.; 64000 to 65000 tons, £65. 10s.; 65000 to 66000 tons, £66. 10s.; 66000 to 67000 tons, £67. 10s.; 67000 to 68000 tons, £68. 10s.; 68000 to 69000 tons, £69. 10s.; 69000 to 70000 tons, £70. 10s.; 70000 to 71000 tons, £71. 10s.; 71000 to 72000 tons, £72. 10s.; 72000 to 73000 tons, £73. 10s.; 73000 to 74000 tons, £74. 10s.; 74000 to 75000 tons, £75. 10s.; 75000 to 76000 tons, £76. 10s.; 76000 to 77000 tons, £77. 10s.; 77000 to 78000 tons, £78. 10s.; 78000 to 79000 tons, £79. 10s.; 79000 to 80000 tons, £80. 10s.; 80000 to 81000 tons, £81. 10s.; 81000 to 82000 tons, £82. 10s.; 82000 to 83000 tons, £83. 10s.; 83000 to 84000 tons, £84. 10s.; 84000 to 85000 tons, £85. 10s.; 85000 to 86000 tons, £86. 10s.; 86000 to 87000 tons, £87. 10s.; 87000 to 88000 tons, £88. 10s.; 88000 to 89000 tons, £89. 10s.; 89000 to 90000 tons, £90. 10s.; 90000 to 91000 tons, £91. 10s.; 91000 to 92000 tons, £92. 10s.; 92000 to 93000 tons, £93. 10s.; 93000 to 94000 tons, £94. 10s.; 94000 to 95000 tons, £95. 10s.; 95000 to 96000 tons, £96. 10s.; 96000 to 97000 tons, £97. 10s.; 97000 to 98000 tons, £98. 10s.; 98000 to 99000 tons, £99. 10s.; 99000 to 100000 tons, £100. 10s.; 100000 to 101000 tons, £101. 10s.; 101000 to 102000 tons, £102. 10s.; 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A TABLE of the Rates of Pilotage to be demanded and received by Pilots licensed by the Lord-Warden of the Cinque Ports and Constable of Dover Castle, or his Lieutenant for the Time being, for Piloting Ships and Vessels within the Limits in the said Table mentioned.

FROM	TO	Under 7 Feet to 10 Feet.	From 7 Feet to 10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet. and upwards.
The Downs Standgate Creek ..	Nore, Sheerness, Stangate (Creek, Gravesend	£ s. d. 5 5 0	£ s. d. 7 17 8	£ s. d. 8 6 13	£ s. d. 9 9 9	£ s. d. 9 10 4	£ s. d. 9 11 3	£ s. d. 10 12 18	£ s. d. 11 13 14	£ s. d. 12 14 0	£ s. d. 13 15 0	£ s. d. 14 16 0	£ s. d. 15 17 0	£ s. d. 16 18 0	£ s. d. 17 19 0	£ s. d. 18 20 0
	Longreach	£ s. d. 5 16 0	£ s. d. 8 6 9	£ s. d. 9 9 9	£ s. d. 10 4 9	£ s. d. 11 0 6	£ s. d. 12 1 3	£ s. d. 13 2 6	£ s. d. 14 3 9	£ s. d. 15 5 0	£ s. d. 16 6 3	£ s. d. 17 7 6	£ s. d. 18 8 9	£ s. d. 19 10 0	£ s. d. 20 11 3	£ s. d. 21 12 6
	Blackwall or London	£ s. d. 6 12 3	£ s. d. 8 8 19	£ s. d. 10 4 9	£ s. d. 11 0 6	£ s. d. 12 1 3	£ s. d. 13 2 6	£ s. d. 14 3 9	£ s. d. 15 5 0	£ s. d. 16 6 3	£ s. d. 17 7 6	£ s. d. 18 8 9	£ s. d. 19 10 0	£ s. d. 20 11 3	£ s. d. 21 12 6	£ s. d. 22 13 9
	Gravesend ..	£ s. d. 3 6 2	£ s. d. 3 17 0	£ s. d. 4 4 8	£ s. d. 5 1 6	£ s. d. 6 2 3	£ s. d. 7 0 0	£ s. d. 8 1 3	£ s. d. 9 2 6	£ s. d. 10 3 9	£ s. d. 11 5 0	£ s. d. 12 6 3	£ s. d. 13 7 6	£ s. d. 14 8 9	£ s. d. 15 10 0	£ s. d. 16 11 3

From the several Rates mentioned in this there shall be deducted 5 per Cent. when the Number of Cinque Port Pilots shall be reduced to 120.

Ships not having British Registers are to pay One Fourth more than Ships having British Registers, except when such first-mentioned Ships shall be chiefly laden with Corn or other Provisions, or shall, by any Order of His Majesty's most Honourable Privy Council, be privileged to enter the Ports of this Kingdom, upon paying the same Duties of Tonnage as are paid by British Ships, in which case such Ships and Vessels, not having British Registers, shall pay the like Rates of Pilotage only as are payable by Ships having British Registers.

For Half a Foot, exceeding the above Draughts of Water, the medium Price between the Two Limits.

For intermediate Distances, a proportionate Rate.

For putting a Pilot on board, and for Pilotage of Ships and Vessels to the Anchorage in the Downs.*	60 Tons, and under 150.	150 Tons, and under 250.	250 Tons, and under 400.	400 Tons, and under 600.	600 Tons, and upwards.
From off Dungeness to off Folkestone; the Church bearing N.N.W. by Compass	£ s. d. 2 0 0	£ s. d. 3 0 0	£ s. d. 3 10 0	£ s. d. 4 0 0	£ s. d. 5 5 0
From off Folkestone to the South Foreland, the Lights in one	£ s. d. 1 10 0	£ s. d. 2 0 0	£ s. d. 2 10 0	£ s. d. 3 0 0	£ s. d. 4 4 0
From off the South Foreland to the Downs	£ s. d. 1 5 0	£ s. d. 1 5 0	£ s. d. 1 10 0	£ s. d. 2 0 0	£ s. d. 3 3 0

In the River Thames above Gravesend ..	For a Boat of a Class carrying an Anchor of above 4 cwt. with a corresponding Tow Line	£ s. d.	Per Trip for the whole Distance from Gravesend to London; and in proportion for any Part of that Distance.	
		Do. do. 2 cwt.		1 0 0
		Do. do. under 2 cwt.		0 15 0

And for each Man's Service in these Boats, 8s. per Tide.

* When the Pilot is put on Board by a Boat from the Shore, one Seventh to the Pilot, and the remaining Six Sevenths to the Boat and Crew.

Vessels with Stone from Guernsey, &c. No vessel arriving on the coast of England from Guernsey, Jersey, Alderney, Sark or Man, wholly laden with stone the production thereof, shall be liable to be conducted or piloted by pilots appointed and licensed by the corporation of the trinity-house of Deptford Strond. 6 Geo. 4. c. 107. § 41.

Oath to be taken by the Master and Wardens of the Society of Cinque Port Pilots.

I A. B. do swear, that I will diligently and impartially examine and inquire into the capacity and skill of in the art of piloting ships and vessels over the flats, and round the Long Sand Head, and up the rivers of Thames and Medway, and into Ramsgate, Dover, Sandwich, and Margate harbours, and also upon the coasts of Flanders and Holland; and will make true and speedy return thereof to the lord warden of the Cinque Ports for the time being, or his deputy, without favour, affection, fee, or reward. So help me GOD.

Oath to be taken by Sub-Commissioners for Pilotage.

I A. B. do swear, that I will diligently and impartially examine into the capacity and skill of in the art of piloting ships and vessels into the roadstead, port, or harbour, and upon the coasts following; *videlicet, [here describe the limits within which the person examined is intended to act as pilot]* and will make true and speedy return thereof to the corporation of Trinity house of Deptford Strond, without favour, affection, fee, or reward, other than such fee or reward as is allowed by the bye laws and regulations duly established in that behalf. So help me GOD.

QUARANTINE.

The quarantine laws are so called from the French word *quarantaine*, because they formerly required a seclusion of *forty days*, in case of any suspicion that an individual was infected with the plague. These laws have existed for several centuries in various maritime states, particularly in the south of Europe. In England the plague appears to have prevailed frequently before the sixteenth century: but what regulations were in use for its prevention does not appear. In the sixteenth and seventeenth centuries, it also occurred, and at least as early as Queen Elizabeth's time various regulations were enjoined by royal proclamation to prevent infection.—Similar orders were issued by King James I. and Charles I. and II. down to 1655, the date of the first plague in England. The legislature seems first to have added its prohibitions and penalties in 1604; but in 1720, a terrible plague having broken out at Marseilles, and the alarm spreading to England, the celebrated Dr. Mead, at the request of government, wrote his book recommending certain precautionary measures, which were adopted by the legislature, and form the basis of our quarantine laws.

The second reading of the quarantine bill in the House of Commons, on Wednesday, March 30, 1825, gave rise to the following discussion:—

Mr. John Smith considered the provisions of this bill to be highly useful, and was only sorry that the board of trade had not thought it right to recommend the making of still further alterations in the state of the quarantine laws. Dr. Maclean, who had greater opportunities for examining the nature of the plague than any man living, had declared it not to be contagious. (a) There was not an instance of any individual, who had examined into the lazarettos, having any fever at all since their existence in this country. Mr. Turnbull, our consul at Marseilles, had informed him, that though the coast of France in his neighbourhood was peculiarly liable, from its situation, to contagion, supposing contagion to exist, and though vessels were almost daily arriving at Marseilles from the plague countries, there was no instance of any expurgator having taken the plague since the year 1729. In that year an individual, who was opening a bale of cotton, suddenly dropped down dead. It was said that the contagion was so strong that it killed him immediately; but the circumstance admitted of a more natural explanation; it was

(a) Crabb, in his excellent book of "English Synonymes Explained," thus defines contagion and infection. "Both these terms imply the power of communicating something bad; but *contagion*, from the Latin verb *contingo*, to come in contact, proceeds from a simple touch: and infection, from the Latin verb *inficio*, or *in* and *facio*, to put in, proceeds by receiving something inwardly, or having it infused.

probable that the man had died in a fit of apoplexy. With regard to other lazarettos, it was not in his power to make the same inquiries, but he had little doubt that if they were made, they would be attended by similar results. It was stated by Dr. Maclean, and also by other gentlemen acquainted with the affairs of Turkey, that at Constantinople, when thousands of victims were dying of the plague, their clothes, which belonged as a perquisite to the Cogia Basha, were regularly sold by him in the public market, and purchased by those who were unaffected by it. At Aleppo, too, it was notorious, that the plague was often prevalent. From that city caravans passed with goods into almost every part of Asia. There was no instance on record of the plague ever having been communicated by means of those caravans. Though Aleppo was often in a deep state of misery from the visitation of the plague, the caravans regularly departed laden with goods; and yet there was no instance known of those caravans ever carrying the plague into the populous regions which it was their business to traverse. There was considerable intercourse between Turkey and Persia; and yet, though the former country was often a sufferer from the plague, that horrible visitant had never made its appearance in Persia. Many doubted whether the disease which ravaged London in 1665 was the plague or not. Even if it were the plague, it might be accounted for by the mode of living which at that time prevailed in England. They knew that in the reign of Elizabeth her presence chamber was strewn with rushes, and that the usual diet of the ladies of her household was salt fish, hung beef, &c.—From such circumstances it might be easy to conjecture what the habits and diet of the common people would be in little more than half a century afterwards; and under such habits and such a diet, coupled with the want of cleanliness, and want of room which then existed in London, it could not be surprising that a fever, with all the appearance of plague, should have sprung up in the first instance, and diffused itself widely in the second. Now, let them apply these circumstances to the inhabitants of Smyrna, and the other towns on the coast of Asia Minor.

Mr. Wallace admitted that those individuals who were formerly most convinced of the existence of contagion, were now much inclined to doubt the correctness of their opinions. Still there were considerable difficulties to be overcome before a conclusion could be arrived at, like that at which the hon. member for Midhurst wished to arrive. It was evident, that no committee, whilst medical men stated that contagion was not only possible but probable, could bring themselves to recommend to the house to remove every safeguard which existed against it. It was incumbent upon the house, when the weight of such authority was against the removal of the quarantine laws, to act with peculiar caution, especially as a false step in this case might be attended with irreparable injury. For his own part, he must say, that without further inquiry, he should not feel satisfied in removing any more of the quarantine laws.

Mr. H. Gurney was of opinion, that the regulations on this subject might safely be left to the discretion of the board of trade. Contagion was often capricious and unsettled in its operation, but there was no climate under heaven which was not susceptible of its ravages. It was inconceivable to him how any persons could be mad enough to wish to introduce the plague into England for the sake of the cottons of Egypt. Surely the health and welfare of the people of England were more dear to the house than the paltry lucre of a few merchants at Liverpool. Insanity was under any circumstances pregnant with mischief; but the worst and most mischievous insanity could not produce greater danger than would arise from the unqualified repeal of the quarantine laws.

Mr. Hobhouse had no doubt but that the house would come to an exactly opposite conclusion upon that subject from that of his hon. friend who spoke last. The time would shortly arrive when his hon. friend near him, and all the old ladies in England, would go to bed and sleep without the least fear of having the plague introduced into the city by unpacking a bundle of rags or a bale of cotton from the Levant. He took this opportunity of eulogizing Dr. Maclean as a man who had made very great and salutary improvements in science, and to whom future ages would point the finger as one of the chief lights and ornaments of his own profession.

Mr.

Mr. Trant said, that when he was in Cairo, he was given to understand that the plague generally broke out in June—the Christians believed, rather superstitiously, that it was always on St. John's day. But a fact which was less scrupulously believed was, that it generally broke out in the quarters of the Jews, and the reason given for that was, that those persons bought all the old clothes, and among them those of the parties who were the first infected. However that might be, the rage of the disorder among the Jews was attributed to their traffic in old clothes. When he was making his way through Upper Egypt, the plague was raging as far south as Mocha, though that was a circumstance which had not been known before within the memory of man. The plague prevailed at Alexandria while he was there. A surgeon with whom he was acquainted disbelieved the theory of contagion, and went among the patients in the hospital. He did not then take the infection, but wishing to push his experiments to the utmost, he got into a bed which had been occupied by one who had the infection. *He did then become infected, and he died in consequence.* The general opinion, however, attributed the disease to atmospheric influence.

Sir R. Wilson said, that when he was in Egypt the army formed two divisions. The one which was stationed at Alexandria took the plague; the other, which was generally in motion, was not touched with it. The difference was attributed to atmospheric influence. The Turks had no hesitation in entering the infected places. The bodies of those who died of the plague were buried in their clothes, and were generally dug up and stripped by those who had less fear of the consequences. The moving division of the British army passed through villages infected with the plague without taking it.

On Thursday, May 19, 1825, the order of the day for bringing up the report on the above bill was read.

Sir I. Coffin felt it is duty to make a few observations on the present occasion. He could from his own personal observations state that the plague was contagious. When he was at Malta, the disease was brought to Valetta by a shoemaker, in some leather. The man died, so did the family with whom he resided. The disease was soon pronounced to be the plague, and spread rapidly; and had it not been for the precautions adopted by Sir Thomas Maitland and the other English officers on the spot, he did not doubt that all the inhabitants would have perished. A cordon sanitaire was drawn round Valetta, and every person who attempted to pass it was shot. The disease was at length subdued, after 5,000 of the inhabitants had been carried off. It was next conveyed to the island of Gaza, in the clothes of some of the persons who died at Valetta, and 600 people were destroyed in the island. From Gaza the disease was conveyed to Corfu by means of a skein of cotton, which was carried thither by a young lady, who perished with all her family. At Tunis, Tripoli, and Algiers, it was the custom of the Franks, as Christians were there called, the moment the plague made its appearance, to shut themselves up in their houses, to receive their food on the roofs, and to eat only stale bread, for new bread had the faculty of conveying the disease. In consequence of taking these precautions, there was scarcely an instance known of a Frank falling a victim to the plague. A ship sailed every year from Alexandria to Algiers, laden with the clothes of those who had died of the plague, and thus the disease was continually being renewed. We were in the habit of importing a great quantity of cotton from the Delta, and if the plague should prevail at that place, he had no doubt that it would be brought into this country. All articles coming from the Delta ought to be scrupulously examined. It had been stated that the plague had never been introduced into England. That was not correct: the plague had prevailed in England four different times, and 168,000 people had been carried off by it.

Mr. C. Grant said, that the bill, properly looked at, was open to none of the objections which had been taken to it. The committee of foreign trade had sat last year on the subject of the quarantine laws. Having received a variety of complaints as to the difficulty and impediment which those laws placed in the way of commerce, the committee had applied themselves to consider, not whether the plague was or was not contagious, but whether *assuming it to be contagious*, any part of the existing restrictions could be dispensed with without danger: for—he (Mr. C. Grant) wished that hon. gentlemen had read
the

the report of that committee before they made up their minds on the subject—the committee had actually set out by assuming that the plague was contagious, and had refused even to examine any evidence to the contrary effect. It was the opinion of Sir Gilbert Blane, and of several other physicians, decided advocates for theory of contagion, that, admitting the plague to be contagious, all the provisions of the present bill might be carried into effect with perfect safety. The hon. member sat down by declaring that the effect of the bill had been entirely misunderstood by those who opposed it.

On Monday, August 1, 1825, at the *Sittings of the Institute at Paris*, Dr. Suran addressed a letter to the Academy, in which he attempted to prove that *Feur* was a great agent in the contagion of the yellow fever. He is of opinion that it is not contagious if you are not afraid of it, but if you are afraid of it you may catch it and die.

In the House of Lords, on Tuesday, June 21, 1825, the Earl of Liverpool moved the order of the day on the quarantine regulation bill.

The Earl of Darnley did not rise to offer any opposition to this bill, but merely to make a few observations on the subject, which was one that well merited their lordships' attention. Some regulations respecting quarantine he believed to be necessary for the convenience of commerce, but he conceived that great caution was necessary, and that it was a very proper rule that all descriptions of goods liable to infection should be unloaded and well aired for a certain period previous to their being delivered. A discretionary power was now vested in the privy council, in consequence of which the regulation respecting airing might be altered or omitted. He thought it right to call their lordships' attention to this point of discretion because a power of that kind had always a tendency to be very much abused. He understood that the weight of experience, both of medical men and others, was in contradiction to the opinion of the plague being only epidemic. His lordship then went on to state, that the best authorities gave their opinion in favour of the contagious nature of the plague; and said that it had been imported at different times in cotton goods or other merchandize into Cephalaria, Corfu, and Silesia.

The Earl of Liverpool observed, that the subject of the quarantine laws had been under the consideration of parliament before this year; that a report upon them had been made by a committee of the house of commons, so late as 1819; that changes were then recommended which had since been adopted, but that *neither then nor at present were those changes recommended on the principle that the plague was not contagious*. The question of contagion had been agitated in both cases, and he was willing to agree with the noble earl (Darnley) that *its non-contagion had not been established*. The committee, therefore, never differed on the subject, whether all precautions ought to be neglected, and all regulations abolished; but what were the best precautions, and the least oppressive and most effective regulations. He (Lord Liverpool) for one, would rather err on the side of caution than that of rashness in so important a matter. He willingly allowed that neither in England nor the north of Europe had this scourge for a long time appeared; but still *he would not expose this country to its visitation by rashly adopting the principle of its noncontagious effects*. The object of the present bill was two-fold—1st, to shift the expense of quarantine from the owners of the ships exposed to it, to the country whose health it was necessary to protect; and secondly, to abolish penalties which were unnecessary, or to mitigate those which were too severe. He (Lord L.) allowed that an unfounded alarm had been spread among foreign states, and that decrees had been made, grounded on a mistake of what had been done or was intended to be done here; but those alarms would subside and those decrees be altered, as soon as the real object of parliament came to be known.

The bill was then read a second time, and ultimately became the following law.

Former Acts Repealed. All and every act, and all parts of acts of the parliament of Great Britain and Ireland respectively, and of the parliament of the United Kingdom, relating to the performance of quarantine, or relating to the charging any duty upon vessels which may be liable to, or have performed quarantine, are hereby *repealed*. 6 Geo. 4. c. 78. § 1.

What Vessels shall be liable to Quarantine. All vessels, as well His Majesty's ships of war as others, coming from or having touched at any place

place from whence His Majesty, by the advice of his privy council, shall have adjudged and declared it probable that the plague or other infectious disease or distemper highly dangerous to the health of His Majesty's subjects may be brought, and all vessels and boats receiving any person, goods, packets, packages, baggage, wearing apparel, books, letters, or any other article whatsoever, from or out of any vessel so coming from or having touched at such infected place, whether such persons, goods, or other articles, shall have come or been brought in such vessels, or such persons shall have gone, or articles have been put on board the same, *either before or after the arrival of such vessels at any place in the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, and whether such vessels were or were not bound to any place in the United Kingdom, or the islands aforesaid,* and all persons, goods, or any other article whatsoever on board of any vessels so coming from or having touched at such infected place, or on board of any such receiving vessels or boats as aforesaid, shall be considered to be liable to quarantine within the meaning of this act, and of any order which shall be made by His Majesty, by the advice of his privy council, concerning quarantine and the prevention of infection, from the time of the departure of such vessels from such infected place, or from the time when such persons, goods, or articles shall have been received on board respectively; and all such vessels and boats, and all persons (as well pilots as others), goods and other articles, whether coming or brought in such vessels or boats from such infected place, or going or being put on board the same, *either before or after the arrival of such vessels or boats at any place in the United Kingdom, or the islands aforesaid,* and all persons, goods, and other articles as aforesaid, on board such receiving vessel or boat, shall, upon their arrival at any such place, be obliged to perform quarantine in such places, for such time, and in such manner as shall from time to time be directed by His Majesty, by order in council, notified by proclamation, or published in the London Gazette; (a) and that until such vessels and boats, persons, goods, and other articles, shall have respectively performed, and shall be duly discharged from quarantine, no such person, goods, or other articles, or any of them, shall either before or after the arrival of such vessels or boats at any place in the United Kingdom, or the islands aforesaid, come or be brought on shore, or go and be put on board any other vessel or boat, in order to come or be brought on shore, in any such place, although such vessels so coming from such infected place may not be bound to any place in the United Kingdom, or the islands aforesaid, unless in such manner and in such cases, and by such licence as shall be directed or permitted by such order in council; and all such vessels and boats, whether coming from such infected place, or being otherwise liable to quarantine as aforesaid, and all persons (as well pilots as others), goods, and other articles as aforesaid, whether coming or brought in such vessels or boats, or going or being put on board the same, either before or after the arrival of such vessels or boats at any place in the United Kingdom or the islands aforesaid, and although such vessels or boats shall not be bound to any place in the United Kingdom, or the islands aforesaid; and all commanders, or masters, of any such vessels or boats, whether coming from any infected place, or being otherwise liable to quarantine as aforesaid, shall be subject to all regulations in this act, or in any order which shall be made by His Majesty, in council, as aforesaid, concerning quarantine and the prevention of infection, and to all the pains, penalties, forfeitures, and

(a) See order at the end of this title.

punishments contained in this act, for any breach or disobedience thereof, or of any order in council made under the authority thereof. § 2.

Vessels from America and West Indies. It shall be lawful for His Majesty, by order in council, or for the lords or others of the privy council, by their order from time to time, as often as they may see reason to apprehend that the yellow fever or other highly infectious distemper prevails on the continent of America, or in the West Indies, to require that every vessel coming from or having touched at any place on the continent of America or in the West Indies, shall come to an anchor at certain places to be appointed from time to time by the commissioners of customs, for the purpose of having the state of health of the crew of such vessel ascertained before such vessel shall be permitted to enter the port whereto she shall be bound, or any other port of the United Kingdom; but such vessel shall not be deemed liable to quarantine unless it be afterwards specially ordered under that restraint. § 3.

Power to Lord Lieutenant upon Urgency. It shall be lawful for the lord lieutenant of Ireland, by orders, made by the advice and consent of His Majesty's privy council in Ireland, and notified by proclamation, to give directions, *where the urgency of the case shall require*, as to the places, and as to the time and manner in which vessels arriving, and persons and goods coming or imported into any place in Ireland, shall make their quarantine, in pursuance of the provisions of this act; and until such vessels, persons, and goods shall have respectively performed and been discharged from such quarantine, pursuant to this act, it shall be lawful for such persons, or goods, to come or be brought on shore, or to go or be put on board any other vessel in any place in Ireland, in such cases, and by such licence, as shall be directed or permitted by any order to be made by the lord lieutenant of Ireland, by the advice and consent of the privy council there, and notified as aforesaid; and all such vessels, and the persons or goods coming or imported in, or going and being put on board such vessels, and all vessels, boats, and persons receiving any goods or persons out of the same, and all persons going on board any such vessels, shall be subject to such orders, rules, and directions concerning quarantine and the preventing infection, as shall be made from time to time by the lord lieutenant, and shall be notified by proclamation as aforesaid, in pursuance of this act; and the publication in the Dublin Gazette of any order of the lord lieutenant, made in pursuance of this act, shall be deemed sufficient notice to all persons concerned, of all matters contained in any such order. § 4.

Orders touching Goods and Vessels especially liable to retain Infection.—Suspicious Circumstances. Whereas certain sorts of goods are more especially liable to retain infection, and may be brought from places infected into other countries, and from thence imported into the United Kingdom, or the islands aforesaid; it is enacted, that all such goods as shall be particularly specified for that purpose in any order in council, concerning quarantine and the prevention of infection as aforesaid, which shall be brought or imported into any place in the United Kingdom, or the islands aforesaid, from any foreign country or place, in any vessel whatever, and the vessels in which the same shall be brought, and also all vessels which shall arrive from any place whatever under any alarming or suspicious circumstances as to infection, shall be subject to such regulations as shall be made by such order in council as aforesaid, respecting the same. § 5.

Orders upon unforeseen Emergencies.—Shortening Time of Quarantine. It shall be lawful for the lords and others of His Majesty's privy council,

or any two or more of them, to make such order as they shall see necessary and expedient upon any unforeseen emergency, or in any particular case, with respect to any vessel arriving and having any infectious disease or distemper on board, or on board of which any infectious disease or distemper may have appeared in the course of the voyage, or arriving under any other alarming or suspicious circumstances as to infection, although such vessels shall not have come from any place from which His Majesty may have adjudged and declared it probable that the plague or any such infectious disease or distemper may be brought, and also with respect to the persons, goods, and other articles as aforesaid on board the same; and in case of any infectious disease or distemper appearing or breaking out in the United Kingdom, or the islands aforesaid, to make such orders and give such direction, in order to cut off all communication between any persons infected with any such disease or distemper, and the rest of His Majesty's subjects, as shall appear to the said lords or others of His Majesty's privy council, or any two or more of them, to be necessary and expedient for that purpose, and likewise to make such orders as they shall see fit, for shortening the time of quarantine to be performed by particular vessels or particular persons, or any other articles, or for absolutely or conditionally releasing them or any of them from quarantine; and all such orders so made by the lords or others of the privy council, or any two or more of them as aforesaid, shall be as valid, as well with respect to the commander or master of any vessel, and all other persons on board the same, as with respect to any other persons having any intercourse or communication with them, and to the penalties, forfeitures, and punishments to which they may respectively become liable, as any order made by His Majesty, with the advice of the privy council, concerning quarantine, notified by proclamation or published in the London Gazette. § 6.

Regulations for Vessels in which Infection shall appear within or without Straits of Gibraltar.—Disobedience of Orders. If the plague, or such other infectious disease or distemper as aforesaid, shall appear on board any vessel within or without the Straits of Gibraltar, then the commander or master shall immediately proceed to such place as His Majesty, with the advice of his privy council, shall from time to time direct; where being arrived, he shall make known his case to some officer of customs there, who shall with all possible speed send intelligence thereof to the commissioners of customs in London, to the end that such precautions may be used to prevent the spreading of the infection, as the case shall require; and the vessel shall there remain until directions be given thereto by the lords of His Majesty's privy council, or any two or more of them; nor shall any of the crew or passengers on board thereof go on shore; and such master and every other person on board such vessel shall obey such directions as he shall receive from the lords and others of His Majesty's privy council, or any two or more of them; and the commander, master, or any other person on board such vessel, who shall not act conformably to the regulations herein directed, or shall act in disobedience to such directions as shall be received on board such vessel from the lords or others of the privy council, or any two or more of them as aforesaid, shall forfeit £100. § 7.

Signals for Vessels liable to Quarantine on Meeting other Vessels, or being within certain Distance of Coast. Every commander or master of any vessel liable to the performance of quarantine is hereby required, at all times, when such vessel shall meet with any other vessel at sea, or shall be
within

within two leagues of the coast of the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, to hoist a signal to denote that his vessel is liable to the performance of quarantine, which signal shall in the day-time, if the vessel *shall have a clean bill* of health, a large yellow flag, of six breadths of bunting, at the maintop mast-head, and if such vessel *shall not have a clean bill* of health, then a like yellow flag, with a circular mark or ball, entirely black in the middle thereof, whose diameter shall be equal to two breadths of bunting; and *in the night time the signal shall in both cases* be a large signal lanthorn with a light therein (such as is commonly used on board His Majesty's ships of war), at the same mast-head; and such commander or master shall keep such signals respectively, as the case shall be, hoisted during such time as the vessel shall continue within sight of such other vessel, or within two leagues of the said coasts or islands, and while so in sight, or within such distance, until such vessel so liable to quarantine shall have arrived at the place where it is to perform quarantine, and until it shall have been legally discharged from the performance thereof; on failure whereof such commander or master of such vessel so liable to the performance of quarantine shall forfeit £100. § 8.

Signals when Plague or Infectious Disease on board. Every commander, or master, having the charge of any vessel on board whereof the plague or other infectious disease or distemper highly dangerous to the health of His Majesty's subjects shall actually be, is hereby required at all times when such vessel shall meet with any other vessel at sea, or shall be within two leagues of the coast of the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, to hoist a signal to denote that his vessel has the plague or other infectious disease or distemper highly dangerous to the health of His Majesty's subjects actually on board thereof, which signal shall be *in the day-time* a flag of yellow and black, borne quarterly, of eight breadths of bunting, at the maintop mast-head; and *in the night-time*, the signal shall be two large signal lanthorns, such as are commonly used on board of His Majesty's ships of war, one over the other, at the same mast-head; and such commander or master shall keep such signal hoisted during such time as the vessel so having the plague or such other infectious disease or distemper on board thereof, shall continue within sight of such other vessel, or within two leagues of the coasts or islands aforesaid, while so in sight or within such distance, until such vessel so having the plague or such other infectious disease or distemper on board thereof, shall have arrived at the place where it is to perform quarantine, and until it shall have been legally discharged from the performance thereof; on failure thereof such commander or master shall forfeit for every such offence £100. § 9.

Hoisting Signals when not liable. If any commander or master of any vessel, and knowing that the same is not liable to the performance of quarantine, shall hoist such signals, or either of them, by day or night respectively, such commander shall forfeit £50. § 10.

Masters of Vessels, on their Arrival from Foreign Parts, to give to Pilots Account of Places of Loading.—Pilots to give Notice of Proclamation or Order in Council. From 1st July 1825, as to all vessels arriving from any places beyond the Cape of Good Hope, or Cape Horn in South America, and after 1st August 1825, as to all vessels arriving from any parts of Africa or America not beyond those capes, and from the West Indies and Mediterranean, and from 1st June 1825, as to all vessels arriving from any other places, every commander or master, coming

ing from foreign parts, shall give to the pilot who shall go on board such vessel a written paper, containing a true account of the names of the place and country at which such vessel shall have loaded, and also of all the places at which any such vessel shall have touched on the homeward voyage, on pain of forfeiting £100 for any neglect or refusal to give such paper, or for any false representation or wilful omission therein; and if by any proclamation or order in council, made after the departure of any vessel from the United Kingdom and the said islands, and then in force, vessels coming from any place mentioned in any such paper shall be liable to the performance of quarantine, such pilot shall immediately give notice thereof to the commander of such vessel, on pain of forfeiting £100 for any neglect therein; and such commander shall thereupon hoist a proper signal, according to this act, and under the penalties in this act contained for any neglect or refusal in respect of hoisting such signals. § 11.

Master to give Pilots Accounts of Cargoes.—Pilot to give Notice, and Signal to be Hoisted, when liable to Quarantine.—Pilots conducting Vessels to improper Places. Every commander or master of any vessel coming from foreign parts, which shall not be liable to quarantine in respect of the place whence such vessel comes, shall give to the pilot who shall go on board of such vessel a written paper, containing a true account of the different articles composing the cargo of such vessel, on pain of forfeiting £50 for any neglect or refusal to give such paper, or for any false representation or wilful omission therein; and if by any proclamation or order in council then in force, vessels having on board any of the articles mentioned in such paper shall be liable to the performance of quarantine, such pilot shall immediately give notice thereof to the commander of such vessel, on pain of forfeiting £100 for any neglect therein, and such commander shall thereupon hoist a signal, according to the provisions and under the respective penalties in this act, for any neglect or refusal in respect of hoisting such signals; and in case any pilot shall bring or cause to be brought or conducted any vessel liable to the performance of quarantine, into any place which is not or shall not be specially appointed for the reception of vessels so liable, after receiving such paper, whereby it shall have been made appear that such vessel was liable to the performance of quarantine, or without requiring and receiving such paper, unless compelled thereto by stress of weather, adverse winds, or accidents of the sea, such pilot shall for every such offence forfeit £200. § 12.

Pilot to bring to at Request of Officer. If any pilot being on board, or any commander or master of any vessel coming from foreign parts, *whether such vessel shall be liable to quarantine or not*, shall be required by any officer of customs, authorised to act in the service of quarantine, to bring to such vessel, to the end that the commander or master thereof may be interrogated, according to this act, and shall neglect or refuse to bring to such vessel, as soon as it can be done with safety, in obedience to such requisition, every such pilot, commander, or master of any such vessel shall for every such offence forfeit £100. § 13.

Preliminary Questions to ascertain whether Vessel be liable to Quarantine. “And to the end that it may be better known whether any vessel be actually infected with the plague or other infectious disease or distemper as aforesaid, or whether such vessel, or the mariners or passengers coming, or the cargo imported in the same, are liable to any orders touching quarantine,” it is further enacted, that when any country or place shall be known or suspected to be infected with the plague or other infectious disease or distemper as aforesaid, or when any order shall be made by His Majesty

Majesty in council concerning quarantine and the prevention of infection as aforesaid, then, as often as any vessel shall attempt to enter into any place in the United Kingdom, or of the Isles of Guernsey, Jersey, Alderney, Sark, or Man, *whether such port shall have been appointed for the performance of quarantine or not*, the superintendent or assistant at such place, or if not, the principal officer of customs at such place, or such officer of customs as shall be authorized to act in that behalf, shall go off to such vessel, and shall at a convenient distance from such vessel, demand of the commander or master of such vessel, and such commander or master shall, upon such demand, give a true answer in writing or otherwise, and upon oath or not upon oath, according as he shall by such superintendent or his assistant, or other officer of customs authorized as aforesaid, be required, to all such questions or interrogatories as shall be put to him by virtue and in pursuance of such regulations as His Majesty by order in council shall be pleased to prescribe; and in case such commander or master of such vessel shall, upon such demand made as aforesaid, refuse to make a true discovery in any of the particulars concerning which he shall be interrogated in manner aforesaid, or in case he shall not be required to answer such questions or interrogatories upon oath, shall give a false answer to any such question or interrogatory, such commander or master of such vessel for every such offence shall forfeit £200 § 14.

Vessels subject to Quarantine arriving at any Port than that at which it ought to be performed.—Or having touched at infected Places, &c. omitting to disclose the same, or neglecting to hoist Signal. In case it shall appear upon such examination or otherwise, that such vessel is under such circumstances as shall render it liable to perform quarantine, and that the place where it so arrived, or at which it attempts to enter as aforesaid, is not the place where it ought to perform quarantine, in which case it shall be lawful for the officers of any of His Majesty's ships of war, or of any of His Majesty's forts or garrisons, and all other His Majesty's officers, upon notice thereof given to them, or any of them respectively, and for any other persons whom they shall call to their aid and assistance, and such officers and other persons are hereby required to oblige such vessel to go and repair to such place as hath been or shall be appointed for performance of quarantine, and to use all necessary means for that purpose, either by firing of guns upon such vessel, or by any other kind of necessary force whatsoever; and in case any such vessel shall come from, or shall have touched at any place infected by the plague or such other infectious disease or distemper as aforesaid, or shall have any person on board actually infected with the plague or other such infectious disease or distemper as aforesaid, and the commander or master of such vessel, knowing that the place whence he came, or at which he had touched as aforesaid, was infected with the plague or such other infectious disease or distemper, or knowing some person on board to be actually infected with the plague or such other infectious disease or distemper as aforesaid, shall refuse or omit to disclose the same upon such examination as aforesaid, or shall wilfully omit to hoist the signal hereinbefore directed, to denote that his vessel is liable to the performance of quarantine, at the times and on the occasions herein directed with respect to the same, such commander, master, or other person having charge of such vessel shall forfeit £300. § 15.

Bili of Health, Manifest, and Log Book and Journal. Every commander or master of any vessel which shall be ordered to perform quarantine, shall forthwith, after his arrival at the place appointed for the performance

performance of quarantine, deliver on demand to the superintendent of quarantine or his assistant, or proper officer of customs, and which superintendent, assistant, or officer is hereby required to make such demand, his bill of health and manifest, together with his log book and journal, under pain of forfeiting £100 if he shall wilfully refuse or neglect so to do. § 16.

Quitting Vessels, or not conveying the same to appointed Places. If any commander or master of any vessel liable to perform quarantine, and on board of which the plague or other infectious disease or distemper shall not then have appeared, shall himself quit, or shall knowingly permit or suffer any seaman or passenger coming in such vessel to quit such vessel by going on shore, or by going on board any other vessel or boat, before such quarantine shall be fully performed, unless by such licence as shall be granted by virtue of any order in council to be made concerning quarantine, or in case any commander of such vessel shall not, within a convenient time after due notice given for that purpose, cause such vessel and the lading thereof to be conveyed into the place or places appointed for such vessel and lading to perform quarantine; then every such commander or master, for every such offence, shall forfeit £400; and if any such person coming in any such vessel liable to quarantine (or any pilot or other person going on board the same, either before or after the arrival of such vessel at any place in the United Kingdom, or the islands aforesaid), shall, either before or after such arrival, quit such vessel, unless by such licence as aforesaid, by going on shore in any place in the United Kingdom, or the islands aforesaid, or by going on board any other vessel or boat, with intent to go on shore, before such vessel so liable to quarantine shall be regularly discharged from the performance thereof, it shall be lawful for any person whatsoever, by any kind of necessary force, to compel such pilot or other person to return on board the same; and every such pilot or other person shall for every such offence suffer imprisonment for six months, and shall forfeit £300. § 17.

Disobedience or refractory Behaviour.—Refusing to repair to Vessel, or attempting to Escape. All persons liable to perform quarantine, and all persons having had any intercourse or communication with them, whether in vessels or in a lazaret or elsewhere, shall be subject, during the said quarantine, or during the time they shall be liable to quarantine, to such orders as they shall receive from the superintendent of quarantine, or his assistant, or from the proper officer of customs, and the said officers are hereby empowered and required to enforce all necessary obedience to the orders, and in case of necessity to call in others to their assistance, and all persons so called in are hereby required to assist accordingly; and such officers are hereby empowered and required to compel all persons liable to perform quarantine, and persons having had any intercourse or communication with them, to repair to such lazaret, vessel, or place, and to cause all goods, and other articles comprized within any such orders, to be made as last aforesaid, to be conveyed to such lazaret, vessel or place duly appointed in that behalf, in such manner and according to such directions as shall be made by order in council; and if any person liable to perform quarantine, or any person having had any intercourse or communication with him, or her, shall wilfully refuse or neglect to repair forthwith, when required and directed so to do by such officers to the lazaret, vessel, or place duly appointed in that behalf, or having been placed in the lazaret, vessel, or place, shall escape or attempt to escape out of the same before quarantine duly performed, it shall be lawful for the

the quarantine officers, and also the watchmen and other persons appointed to see quarantine performed, and each of them, and they are hereby respectively required, by such necessary force as the case shall require, to compel every such person so refusing or neglecting, and every such person so escaping or attempting to escape, to repair or return to such lazaret, vessel, or place so appointed; and every person so refusing or neglecting to repair forthwith to the lazaret, vessel, or place, and also every person actually escaping as aforesaid, shall forfeit £200. § 18.

How Persons quitting Vessels liable to perform Quarantine, &c. may be apprehended. It shall be lawful for any peace officer, or any other person, to seize and apprehend any person that shall, contrary to this act, have quitted or come on shore from any vessel liable to perform quarantine, or who shall have escaped from or quitted any vessel under quarantine, or from any lazaret, vessel, or place appointed in that behalf, for the purpose of carrying such person before any justice of the peace or magistrate; and it shall be lawful for such justice or magistrate to grant his warrant for the apprehending and conveying of any such person to the vessel from which he or she shall have come on shore, or to any vessel performing quarantine, or lazaret, from which he or she shall have escaped, or for the confining of any such person in any such place of safe custody (not being a public gaol), and under such restrictions as to having any communication with any other persons, as may in the discretion of any justice of the peace or magistrate (calling to his aid, if he shall see fit, any medical person) appear to be proper, until such person can be safely and securely conveyed to some place appointed for the performance of quarantine, or until directions can be obtained from the privy council as to the disposal of such person, and to make further order, or grant further warrant, that may be necessary in that behalf. § 19.

Intercourse with Quarantine Stations. It shall be lawful for His Majesty, by order in council, notified by proclamation or published in the London Gazette, to prohibit all persons, vessels, and boats whatsoever, from going, *under any pretence whatsoever*, within the limits of any station which by any order in council as aforesaid has been or may be assigned for the performance of quarantine; and if any person whatsoever, after such notification or publication of such order, shall presume, under any pretence whatsoever, to go with any vessel or boat within the limits of such station, he or she shall for every such offence forfeit £200. § 20.

Embezzling Goods, neglecting or deserting Duty, or permitting Persons, Vessels, &c. to depart without Authority, or giving false Certificates, or damaging Goods. If any person whatsoever, to whom it shall appertain to execute any order made or to be made concerning quarantine, or the prevention of infection, or to see the same put in execution, shall knowingly and wilfully embezzle any goods or articles performing quarantine, or be guilty of any other breach or neglect of duty in respect of the vessels, persons, goods, or articles performing quarantine, every such person shall forfeit such office or employment as he may be possessed of, and shall become from thence incapable to hold or enjoy the same, or to take a new grant thereof; and every such person shall forfeit £200; and if any such person shall desert from his duty when employed as aforesaid, or shall knowingly and willingly permit any person, vessel, or goods to depart or be conveyed out of the lazaret vessel or other place as aforesaid, unless by permission under an order in council; or if any person hereby authorized and directed to give a certificate of a vessel having duly performed quarantine or airing, shall knowingly give a

false certificate thereof, every such person so offending shall be guilty of *felony*; and if any such person shall knowingly or wilfully damage any goods performing quarantine under his direction, he shall be liable to pay £100 damages and full costs of suit to the owner of the same. § 21.

Vessels from the Mediterranean, Turkey, or Africa, having undergone Examination. If any vessel arriving from the Mediterranean, or from any port in Turkey or Africa, shall have undergone examination by the proper officer of quarantine, and upon a report of such examination being made to the lords or others of His Majesty's privy council, their lordships shall think proper to direct the release of such vessel from the performance of quarantine, such officer is hereby required to grant to the master of such vessel, a certificate in writing of such examination and release, and upon the production of such certificate to the collector or principal officer of customs, at any port in the United Kingdom, such vessel shall be admitted to entry without being liable to any further restraint. § 22.

How Vessels and Persons may be released from Quarantine. After quarantine shall have been duly performed by any vessel or person obliged to perform quarantine according to this act, and to orders made as aforesaid, and upon proof to be made by the oaths of the master of such vessel, and of three or more of the persons belonging thereto, or upon proof to be made by the oaths of two or more credible witnesses, before the collector or principal officer of customs at the port where such quarantine shall be performed, or at the port nearest thereto, or before the superintendant of quarantine, or his assistant at the quarantine station, or before any justice of the peace living near to the place, or when such quarantine shall have been performed within any of the isles of Guernsey, Jersey, Alderney, Sark, or Man, before any two jurats or magistrates of any of the said isles respectively, that such vessel, and every such person, have duly performed quarantine, and that the vessel and every person are free from infection, and after producing a certificate to that purpose, signed by the chief officer who superintended the quarantine of the vessel, or person acting for him in the respective cases, such collector or principal officer, or magistrates, are hereby required to give a certificate thereof, and thereupon such vessel, and every such person so having performed quarantine, shall be liable to no further restraint or detention upon the same account, for which such vessel or persons shall have performed quarantine. § 23.

Opening and Airing of Goods. All goods and other articles liable to quarantine, shall be opened and aired in such places, and for such time and in such manner, as shall be directed by His Majesty, by such order to be made as aforesaid, and after such orders shall have been duly complied with, proof thereof shall be made by the oaths of the master of the lazaret or vessel in which the goods and other articles shall have been opened and aired, and of one of the guardians, or if there be no guardians, then one of the officers of customs, or if there be no such officer, then by the oaths of two or more credible witnesses serving in the lazaret or vessel, before the superintendent of quarantine or his assistant, in case such opening and airing shall be had at a place where such superintendent or assistant shall be established, or otherwise before the proper officer of customs at such place, and such superintendent, assistant, or officer, as the case may be, shall grant a certificate of such proof having been made, and upon production of such certificate to the proper officer of customs, such goods, and other articles, shall be liable to no further restraint

restraint or detention, either at the place where such quarantine shall have been performed, or at any other place whereto they be afterwards conveyed. § 24.

Forging or uttering false Certificates. If any person shall knowingly or wilfully forge or counterfeit, *interline, erase, or alter* any certificate directed to be granted by any order in council, now in force or hereafter to be made touching quarantine, or shall publish any such forged or counterfeited, interlined, erased, or altered certificate, knowing the same to be forged or counterfeited, interlined, erased, or altered, or shall knowingly and wilfully utter and publish any such certificate with intent to obtain the effect of a true certificate to be given thereto, knowing the contents of such certificate to be false, he or she shall be guilty of *felony*. § 25.

Landing Goods, &c. from Vessels liable to perform Quarantine, or receiving them, or secreting them. If any person shall land or unship, or shall move in order to the landing or unshipping thereof, any goods, packets, packages, baggage, wearing apparel, books, letters, or other articles from on board any vessel liable to perform quarantine, or shall knowingly receive the same after they have been so landed or unshipped, every such person shall forfeit £500; and if any person shall clandestinely convey or secrete, or conceal for the purpose of conveying any letters, goods, or other articles as aforesaid, from any vessel actually performing quarantine, or from the lazaret or other place where such goods or articles shall be performing quarantine, every such person so offending as last aforesaid shall forfeit £100. § 26.

If certain Parts of Europe infected, Vessels of 100 Tons to give Security. In case it shall at any time happen that any part of the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, or France, Spain, or Portugal, or the Low Countries, shall be infected with the plague, or any other infectious disease or distemper as aforesaid, it shall be lawful for His Majesty, by proclamation, to prohibit or restrain all vessels and boats under the burthen of 100 tons from sailing or passing out of any place of the United Kingdom, or the isles of Guernsey, Jersey, Alderney, Sark, or Man, until security be first given by the master of every such vessel or boat, to the satisfaction of the principal officers of customs, or the chief magistrate of the place whence such vessel or boat shall sail, by bond taken by such officer or magistrate, to the King, with sufficient sureties in the penalty of £200, with condition, that if such vessel or boat shall not go to or touch at any country or place, to be mentioned for that purpose in such proclamation, and if neither the master of such vessel or boat, nor any mariner or passenger in such vessel or boat, shall, during the time aforesaid, go on board any other vessel at sea, and such master of such vessel or boat shall not suffer any person to come on board such vessel or boat at sea from any other vessel, and shall not during the time aforesaid receive any goods whatsoever out of any other vessel, then such bond shall be *void*; for the making of which bond no fee or reward whatsoever shall be taken; and in case any vessel or boat for which such security shall be required by such proclamation, shall set sail or pass out of any place of the United Kingdom, or of the islands of Guernsey, Jersey, Alderney, Sark, or Man, before security be given as aforesaid, every such vessel or boat so sailing or passing out of any place contrary to the true intent and meaning of this act, together with her tackle, apparel, and furniture, shall be forfeited to His Majesty,

Majesty, and the master of, and every mariner sailing in such vessel or boat, shall severally forfeit £200. § 27.

Power to Consuls, &c. The consuls and vice consuls of His Majesty are hereby empowered to administer oaths in all cases respecting quarantine, in like manner as if they were magistrates of the several towns or places where they respectively reside. § 28.

Power to administer Oaths, and Persons swearing falsely. In all cases wherein by virtue of this act, or any other act hereafter to be made touching quarantine, any examination or answer shall be taken or made upon oath, the person who shall be authorized and required to take such examinations and answers, shall have full power and authority to administer such oaths; and if any person who shall be interrogated or examined, shall wilfully swear falsely to any matter concerning which such person shall depose or make oath on such examination, or in such answer, or if any person shall procure any other person so to do, he or she so swearing falsely, or procuring any other person so to do, shall be deemed to have been guilty of, and shall be liable to be prosecuted for *perjury*, or *subornation of perjury*, as the case may be, and shall suffer the pains, penalties, and punishments of the law in such case respectively made and provided. § 29.

Appointment of Officers; and Execution of Duty. All superintendents of quarantine at the several ports, and their assistants, shall and may be appointed by any instrument signed by the commissioners of customs; and every thing required to be done by the superintendent of quarantine, or his assistant, may, in case of the absence or sickness of such superintendent or assistant, be done by such principal officer of customs as shall be authorized to act in that behalf. § 30.

Publication of Orders. The publication in the London Gazette of any order in council made in pursuance of this act, shall be deemed to be sufficient notice to all persons concerned of all matters therein respectively contained. § 31.

What Matters may be determined by Justices. All offences committed against this act, for which no specific penalty, forfeiture, or punishment is provided by this act, may be tried, heard, and determined before any three justices of the peace of the county, riding, division, city, or place where such offence or disobedience shall happen; and if any person be convicted of any such offence or disobedience, he or she shall be liable to such forfeiture and penalty not exceeding £500 for any offence, or to such imprisonment, not exceeding twelve months for any one offence, as shall in the discretion of the three justices who shall have heard and determined the same, be judged proper. § 35.

How far Answers of Masters of Vessels to be received in Evidence. In any prosecution, suit, or other proceedings against any person whatsoever, for any offence against this act, or any act which may hereafter be passed concerning quarantine, or for any breach or disobedience of any order in council, concerning quarantine and the prevention of infection, and notified or published as aforesaid, the answer of the commander or master of any vessel, to any question or interrogatories put to him by virtue of this act, or of any act which may hereafter be passed concerning quarantine, or of any order as aforesaid, shall be given and received as evidence, so far as the same relates to the place from which such vessel shall come, or to the places at which such vessel touched in the course of the voyage, and where any vessel shall have been directed to perform quarantine by the superintendent of quarantine or his assistant, or where
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there is no such superintendent or assistant, by the proper officer of customs, shall be given and received as evidence that such vessel was liable to quarantine, unless satisfactory proof shall be produced by the defendant in any such proceeding, to show that the vessel did not come from or touch at any such places as are stated in the answer, or that such vessel, although directed to perform quarantine, was not liable to the performance thereof; and where any such vessel shall have in fact been put under quarantine, and shall actually be performing the same, such vessel shall in any prosecution or proceeding be deemed to be liable to quarantine, without proving in what manner or from what circumstance such vessel became liable to the performance thereof. § 36.

Limitation of Actions. No action or suit shall be brought against any person for any thing done in pursuance or execution of this act, but within the space of six months after such thing shall have been done. § 37.

ORDER IN COUNCIL.

Whence the Plague may probably be brought. By order in council, dated August 10, 1825, His Majesty, under the authority of the preceding act, doth hereby adjudge and declare it probable, that the plague, or some other infectious disease or distemper, highly dangerous to the health of His Majesty's subjects, may be brought into the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, by vessels coming from the Mediterranean, or from the West Barbary, on the Atlantic ocean, with or without clean bills of health, and also by the importation into the United Kingdom, or the islands aforesaid; of certain goods, hereinafter enumerated, being the growth, produce, or manufacture of Turkey, or of any place in Africa, within the Streights of Gibraltar, or in the West Barbary, on the Atlantic ocean, from any place in Europe without the Streights, or on the continent of America, at which there is not a regular establishment for the performance of quarantine, which shall have been declared sufficient for that purpose by any order of His Majesty in council, notified by proclamation, or published in the London Gazette, and His Majesty is therefore pleased to order,

I. Vessels from the Mediterranean or West Barbary with clean Bills of Health. That all vessels, as well His Majesty's ships of war, as all others (not having the plague, or such other infectious disease or distemper as aforesaid, actually on board), coming from the Mediterranean, or from the West Barbary, on the Atlantic ocean, with *clean* bills of health, and all vessels and boats receiving any person or persons, goods, merchandize, packets, packages, baggage, wearing apparel, books, letters, or any other articles whatever, from any such vessel, before such vessel shall have performed, and shall be duly discharged from, quarantine, whether such person, or articles, shall have come or been brought in such vessel, or such person shall have gone, or articles have been put on board the same, either before or after the arrival of such vessel, and whether such vessel was or was not bound to any place in the United Kingdom, or the islands aforesaid, shall, together with all persons (as well pilots as others), goods and merchandize, and other articles as aforesaid on board thereof, perform such quarantine, for such time, in such manner, and at such places as are hereinafter directed. And all commanders, masters, and other persons on board any such vessel or boat so liable to quarantine, and all persons who shall have any intercourse or communication with them, or any of them, shall forthwith repair to such lazaret, vessel, or place as is herein appointed, or shall hereafter be appointed in that behalf, by order in council, for the performance of quarantine; and shall there perform quarantine accordingly, subject to all the pains, penalties, fines forfeitures, and punishments, as well pains of death as others, to which any such commander, master, or person, is or may be by law subject for any refusal or neglect
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to repair to such lazaret, vessel, or place, or for any escape or attempt to escape therefrom, or for any other breach or disobedience of the regulations of the preceding act, or of this order, or of any orders which may hereafter be made as aforesaid.

II. *Places for such Vessels performing Quarantine.* All such vessels so coming from the Mediterranean, or from the West Barbary, on the Atlantic ocean, as shall arrive with clean bills of health as aforesaid, and all such receiving vessels and boats as aforesaid, and all persons, goods, and other articles on board the same, shall respectively perform quarantine in the places hereinafter appointed, except in the cases hereinafter otherwise provided for, *viz.*

ENGLAND.

All such vessels, so arriving, as are, or shall be bound to the ports of London, Rochester, Feversham, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine in *Standgate Creek* or *Milford Haven*, such of them as shall be bound to the ports of Leigh, Malden, Colchester, Harwich, Ipswich, Woodbridge, Aldborough, Southwold, Yarmouth, Blackney and Clay, Wells, Lynn, Wisbeach, Boston, Grimsby, Hull, Bridlington, Scarborough, Whitby, Stockton, Sunderland, Newcastle, Berwick, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine in *Whitebooth Roads*, between Hull and Grimsby. Such of them as are and shall be bound to the ports of Carlisle, Whitehaven, Lancaster, Preston, Liverpool, Chester, Beaumaris, Isle of Man, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine at *Bromborough Pool*, or in *Milford Haven*. Such of them as are or shall be bound to the ports of Sandwich, Deal, Dover, Rye, Newhaven, Shoreham, Arundel, Chichester, Portsmouth, Southampton, Cowes, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine at the *Motherbank*, near Portsmouth. Such of them as are, or shall be bound to the ports of Poole, Weymouth, Lyme, Exeter, Dartmouth, Plymouth, Looe, Fowey, Falmouth, Gweek, Penryn, Truro, Penzance, Scilly, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine at *St. Just's Pool*, within the mouth of the harbour of Falmouth. Such of them as are or shall be bound to the ports of Bridgewater, Minehead, Bristol, Gloucester, Chepstow, Cardiff, Swansea, and any creeks or places belonging to or within any or either of the above ports, shall perform quarantine at *King Road* and *Portshute Pill*. Such of them as are or shall be bound to the ports of St. Ives, Padstow, Bideford, Barnstaple, Ilfracombe, Llanelly, Pembroke, Milford, Cardigan, Aberystwith, or any creeks or places belonging to or within any or either of the above ports, shall perform quarantine at *Milford Haven* aforesaid.

JERSEY, GUERNSEY, SARK, OR ALDERNEY.

Such of them as are or shall be bound to the islands of Jersey, Guernsey, Sark, or Alderney, or either of them, or any part of them, or either of them, shall perform quarantine either at the *Motherbank*, near Portsmouth aforesaid, or at *St. Just's Pool*, within the mouth of the harbour of Falmouth aforesaid, being places hereinbefore appointed for performance of quarantine.

SCOTLAND.

Such of them as are or shall be bound to the eastern coast of Scotland, comprehending the ports of Leith, Borrowstoness, Alloa, Dunbar, Kirkcaldy, Anstruther, Prestonpans, Dundee, Perth, Montrose, and Aberdeen, or to any member, creek, or other place belonging to, or within any or either of the above ports, shall perform quarantine in *Inverkeithing Bay*. Such of them as are or shall be bound to the western ports of Scotland, comprehending the ports of Port Glasgow, Greenock, Irvine, Campbeltoun, Oban, Rothsay, Fort William, Ayr, Port Patrick, Stanraer, and Wigtoun, or to any member, creek, or other place belonging to, or within any or either of the above ports, shall perform quarantine at *Holy Loch*, in the Frith of Clyde. Such of them as are or shall be bound to the northern ports of Scotland, comprehending the ports of Inverness, Zetland, Orkney,

ney, Caithness, and Stornaway, or to any member, creek, or other place belonging to, or within any or either of the above ports, shall perform quarantine in *Cromarty bay*, in the Murray frith. Such of them as are or shall be bound to the south west ports of Scotland, comprehending the ports of Dumfries and Kirkcudbright, or to any member, creek, or other place belonging to, or within either of the above ports, shall perform quarantine at *Carsthorn*, at the mouth of the river Nith.

IRELAND.

By order in council, dated July 19, 1826, it is ordered that all vessels liable to quarantine, as shall be bound to any port in Ireland, with clean bills of health, and not having on board any of the articles enumerated in the 31st section of the said order in council [p. 418] shall perform quarantine at one of the following stations, viz:—

Poolbeg, in the harbour of Dublin;

Warren Point, in the harbour of Newry; near Gramoyle, in the harbour of Belfast;

Tarbert, in the River Shannon, in the harbour of Limerick;

Baltimore;

Passage, River Suir, in the harbour of Waterford;

White Gate, Cove of Cork;

Green Castle, Lough Foyle; and

Black Rock, Galway Bay.

And His Majesty is hereby further pleased to order that all vessels with clean bills of health, having on board any of the articles enumerated in the said 31st section of the said Order in Council, and intending to import the same, into any port in Ireland, shall repair either to White Gate or Gramoyle aforesaid, to perform quarantine.

OTHER PLACES.

And lastly, such of them as are or shall be bound to any place on the coasts of the United Kingdom, not within any of the ports or limits hereinbefore mentioned or described, shall perform quarantine at such place hereinbefore appointed for performance of quarantine, as shall be nearest to the place to which such vessel respectively shall be so bound.

III. *Where Goods to be opened and aired.* All goods, imported into any such vessels, shall be opened and aired at the several places hereinbefore respectively appointed for performance of quarantine by such vessels respectively, in the manner and for the time hereinafter directed.

IV. *Vessels from the Mediterranean or West Barbary not having clean bills of Health.* All vessels not having the plague, or such other infectious disease or distemper as aforesaid, actually on board (except any ship of war, transport, or other vessel, in the actual service of government, under the command of a commissioned officer of His Majesty's Navy) arriving in the United Kingdom from the Mediterranean, or from the West Barbary, on the Atlantic ocean, which shall not be furnished with clean bills of health, shall perform quarantine either in Standgate Creek or Milford Haven, and nowhere else (a). And in case any such merchant or other vessel, coming from any of the places before described, and not furnished with a clean bill of health, shall come or attempt to enter into any of the out-ports of the United Kingdom, or any of the islands aforesaid, the principal and other officers of customs at such port, or in such islands, or the governor or chief magistrate thereof, shall cause such vessel to depart thence immediately, and proceed to Standgate Creek or Milford Haven, to perform quarantine; and all ships of war, transports, and other vessels in the actual service of government, under the command of commissioned officers of His Majesty's navy coming from any of the said places, and not being furnished with clean bills of health, shall perform quarantine at the Motherbank, in a separate and distinct place, to be appointed and marked out with yellow buoys for that purpose, in the centre of which place a

(a) *Cotton from Egypt.* By order in council, dated 30th Nov. 1826, it is stated that Lords of His Majesty's most honourable Privy Council, having thought fit to direct that all vessels coming from Egypt, having any cotton on board, should, if bound to Liverpool or any other western port of England, proceed to Milford Haven, although they may be furnished with clean bills of health, and their lordships having found that the masters of several vessels bound to Liverpool have proceeded direct to that port, alleging that they were ignorant of the above mentioned order: His Majesty's consul at Alexandria is to give notice of the said order to the masters of all British vessels sailing from that port for Liverpool, or any of the western ports although furnished with clean bills.

floating lazaret, moored with chains, shall be stationed, with a yellow flag constantly flying at the mast head; and all vessels, and boats, receiving any person, goods, packets, packages, baggage, wearing apparel, books, letters, or any other articles whatever, from any vessel so coming from any of the said places without clean bills of health, shall perform the like quarantine at Milford Haven, Standgate Creek, or at the Motherbank respectively, in the same manner as if such receiving vessels or boats had come from any of the said places without clean bills of health. And no persons, vessels, or boats whatsoever, other than the vessels or boats belonging to the medical attendant or superintendent of quarantine, or his assistant, or other boats regularly employed under the authority of the commissioners of customs in the quarantine service, shall go, under any pretence whatever, within the limits so marked out, except in case of special necessity and emergency, and with permission, first had and obtained from the superintendent of quarantine, or his assistant; and all vessels being furnished with clean bills of health, and boats liable to quarantine which may be ordered to perform quarantine at the Motherbank, shall come to an anchor within the limits of the said yellow buoys in such place as shall be directed by the superintendent of quarantine, or his assistant, and shall be kept separate and apart from His Majesty's ships of war, transports, and vessels in the service of government, and having foul bills of health, which may be performing quarantine within the limits marked out by the said yellow buoys.

V. *Vessels from Europe without the Streights, or from America.* All vessels coming from any place in Europe without the Streights, or on the continent of America, at which there is not a regular establishment for the performance of quarantine, declared sufficient by His Majesty in council as aforesaid, and having on board any of the articles hereinafter enumerated, being the growth, produce, or manufacture of Turkey, or of any place in Africa, within the streights of Gibraltar, or in the West Barbary on the Atlantic Ocean; and all vessels and boats receiving any of the said goods, or other articles, from the said vessels, shall, together with all persons (as well pilots as others), goods, and all articles on board thereof, perform the same quarantine, for such time, in such manner, and at such places respectively as is herein directed with respect to vessels coming from the Mediterranean, or from the West Barbary, on the Atlantic Ocean, with clean bills of health.

VI. *Inadvertently passing Quarantine Station.* In case it shall happen that any vessel being liable to quarantine, and having a clean bill of health on board, and bound to any of the places aforesaid, shall have passed the place hereby appointed for such vessel to perform quarantine, either from the master being ignorant of his liability to perform the same, or from the vessel having been carried past the place by stress of weather, or any other unavoidable circumstance, the master, upon proof thereof being made by the oath of such master, and likewise of the pilot (if any on board), to the satisfaction of the superintendent of quarantine or his assistant, or of the principal or other officer of the customs authorized to act in that behalf, and that the said passing such place was not done intentionally, and with the view of evading the regulations of quarantine, may be permitted to proceed and repair to any other place appointed for the performance of quarantine in the discretion of such superintendent or his assistant or the principal or other officer of the customs authorised as aforesaid, keeping the proper quarantine signal hoisted during the whole time, and such master shall there perform quarantine with such vessel, and all persons, goods, and other articles on board, in the same manner as if he had been bound to such place.

VII. *Vessels not bound to United Kingdom.* No vessel liable to quarantine, not bound to any place in the United Kingdom or the islands aforesaid, shall touch at or attempt to enter any place in the United Kingdom, or the islands aforesaid, (whether such place shall have been appointed for the performance of quarantine or not), except for orders, or in consequence of stress of weather, or any damage, loss, or accidents of the seas, the circumstances and necessity of which shall be proved upon oath as aforesaid to the satisfaction of the superintendent of quarantine or his assistant, or of the principal or other officer of customs authorized to act in that behalf, and the masters of all such vessels, by whom and with respect to which such satisfactory proof shall have been made, shall be examined by such superintendent or his assistant, or the principal or other officer of customs, and shall give true answers upon oath to the preliminary quarantine questions hereinafter directed to be put to the masters of all vessels liable to perform quarantine, and shall likewise strictly conform in all respects to all such directions as they shall receive from such superintendent or his assistant, or the principal or other officer of customs as aforesaid, as well with respect to their stay at such port, and their departure thence, and repairing to any other place for that purpose, as also with respect to all other regulations touching quarantine, and in default of making such

satisfactory

satisfactory proof, or giving true answers to such questions, or of obeying and complying with such regulations, the masters of such vessels shall be compelled forthwith to proceed to sea with such vessels; and the superintendant or his assistant, or the principal or other officer of customs, shall use all necessary means for that purpose, calling to his aid the commanders or other officers of any of His Majesty's ships of war, if their assistance appear to be necessary.

VIII. *Preliminary Questions.* Where any vessel shall attempt to enter into any place in the United Kingdom or the islands aforesaid, whether such place shall have been appointed for the performance of quarantine or not, the superintendant of quarantine or his assistant (if there be such superintendant or assistant at such place), or if not, the principal officer of customs at such place, or such officer of customs as shall be authorized by the commissioners of customs to act in that behalf, shall go off to such vessel, and shall, at a convenient distance from such vessel, keeping to windward, demand of the master or other person having charge of such vessel, answers to the following

PRELIMINARY QUESTIONS.

" 1st. What is the name of the vessel, and the name of the commander or master?

" 2d. Are you the commander or master? where does she belong?

" 3d. From whence do you come?

" 4th. To what place are you bound?

" 5th. At what ports have you touched since you left the port of your lading on your homeward voyage?

" 6th. What vessels have you had intercourse or communication with on your passage, and from whence did they come?

" 7th. Did the plague or any other infectious disease or distemper prevail in any degree at the place from whence you sailed on your homeward voyage, or at any of the places at which you have touched? If at any, say at which, and when? Are any persons on board your ship suffering under any infectious disease, or have any persons died or been ill of a disease of that nature in the homeward passage? And if any, what number? And if any have died or been ill of such disease, were their bedding and clothes destroyed?

(If the vessel shall have sailed from any port in Europe without the Streights, or on the continent of America)

" 8th. Have you on board any goods enumerated in this list [handing up a list of articles enumerated]? If you have, specify the same, and whether they are of the growth, produce, or manufacture of Turkey, or of any place in Africa within the Streights of Gibraltar, or in the West Barbary on the Atlantic Ocean, or of what other place? Have you any declaration to prove of what place they are the growth, produce, or manufacture?

(If the vessel comes from the Mediterranean, or from any other place respecting which there is any order in council in force concerning quarantine)

" 9th. Have you any, and what bill of health?

" 10th. What number of officers, mariners, and passengers, have you on board?

(And in cases of vessels coming from or having touched at any port or place on the continent of America, or the islands adjacent thereto, or coming from or having touched at any ports in the West Indies, the following questions are to be put in addition to the aforesaid questions:)

" 11th. In the course of your voyage have any persons on board suffered from sickness of any kind; what was the nature of such sickness, and when did it prevail? How many persons were affected by it, and have any of them died in the course of the voyage?

" 12th. How long after sailing from your port of lading, or having touched at any port on the continent of America, or the islands adjacent thereto, or any of the ports in the West Indies, was the first appearance of disease observed?

" 13th. How had the persons attacked been employed before they came on board?

" 14th. Had they been employed in loading or unloading the vessel before she left the port?

" 15th;

" 15th. Had the place which they inhabited before they sailed the reputation of being healthy; or was it subject particularly to the fever incident to the country?"

" 16th. Had the fever been frequent in the place before the vessel sailed?"

" 17th. Did the persons who were ill on board your vessel fall sick nearly about the same time, or within a few days of each other; or did the disorder spread successively from one to another and increase considerably; or did it abate gradually and cease to multiply as the distance from the ports you sailed from or touched at as aforesaid increased?"

" 18th. What was the greatest number of persons ill at the most sickly period of your voyage?"

" 19th. What were the whole number of persons on board your vessel when you sailed?"

" 20th. What is the whole number of persons now ill on board your vessel?"

" 21st. Can you state what were the symptoms of illness with which your crew was first attacked, and what was the daily succession and change in them till their death?"

" 22d. Whether any and what medicines have been used, and what methods have been adopted to prevent its spreading among the crew?"

" 23d. Whether attention has been paid to cleanliness and ventilation on board your vessel?"

" 24th. When did you sail from the port or place from whence you took on board your outward cargo, and at what place did you touch before you arrived at the port or place where you took in your present cargo?"

" 25th. Did you carry any bill of health with you to the port or place where you took in the cargo you have now on board? From what place? Were the said bills of health clean, unclean, or suspected?"

Answers to Preliminary Questions. And such master of such vessel shall, upon such demand, give a true answer to such questions in writing or otherwise, and upon oath, or not upon oath, according as he shall be required by such superintendent or his assistant, or principal officer or other officer of customs, under such pains and penalties as are inflicted by the preceding act.

Vessels liable to Quarantine to repair to proper Stations.—Stress of Weather, Damage, &c. And if it appear by the answers so given to the said questions, that the vessel is liable to quarantine, the said master thereof shall be directed to repair, and shall repair forthwith, with such vessel to the proper place appointed in that behalf for the performance of quarantine, and shall not be permitted to remain in or enter into any place, other than the place so appointed, unless compelled by stress of weather, damage, loss, or other injury unavoidably occasioned to the vessel by the perils of the seas; which stress of weather, damage, loss, or other injury, and that the damage, loss, or other injury was unavoidable and not wilfully or intentionally done or occasioned, shall be made appear by the oath and examination of such master, and of the pilot (if any) on board, to the satisfaction of the superintendent or his assistant, or of the principal or other officer of customs, at the place in which he shall be so detained, or into which he shall be so compelled to enter; in default of which satisfactory proof, or when the cause of such vessel so coming in shall no longer exist, such superintendent, assistant, or officer of customs, shall direct, and (if necessary) compel such vessel to repair to the proper place appointed in that behalf for the performance of quarantine, and shall use all necessary means for that purpose.

IX. Vessels arriving at Quarantine Stations. On the arrival of any vessel liable to quarantine, in any place hereby appointed for the performance of quarantine, the superintendent of quarantine or his assistant, or in case of such superintendent and his assistant being otherwise necessarily engaged, the principal officer of customs at such place, or such officer of customs as shall be duly authorized to act in that behalf (together with the medical attendant, in such cases as shall be thought to require his assistance), shall go alongside such vessel in a boat (keeping to windward), and shall see the officers, crew, and all other persons belonging to or being on board such vessel mustered on the gangway, and the superintendent of quarantine, or his assistant, or such principal or other officer of customs, shall then and there,

there, in the presence of the crew, put the following questions to the master of the vessel :

QUARANTINE QUESTIONS.

“ 1st. What is the name of the vessel, and the name of her commander or master ?

“ 2d. Are you the commander or master ?

“ 3d. To what port or place does she belong ?

“ 4th. When did you sail from the port or place from whence you took on board your outward cargo, and at what places did you touch before you arrived at the port or place where you took in your present cargo ?

“ 5th. Did you carry any bill or bills of health with you to the port or place where you took in the cargo you have now on board ? From what places ? Were the said bills of health clean, unclean, or suspected ?

“ 6th. From what port or place does she now come ? When did you sail from such port or place, and at what place or places have you touched in the course of the voyage ?

“ 7th. Have you any bill or bills of health on board ? From what place or places ? Are the same clean, unclean, or suspected ? Produce them.

(If the vessel shall have sailed from any port or place in Europe without the Streights, or on the continent of America) :

“ 8th. Of what articles does your cargo consist ? Have you on board any goods enumerated in this list [handing up a list of articles enumerated] ? If you have, specify the same, and whether they are of the growth, produce or manufacture of Turkey, or of any place in Africa within the Streights of Gibraltar, or in the West Barbary on the Atlantic Ocean, or of what other place ? Have you any declaration to prove of what place they are the growth, produce, or manufacture ?

“ 9th. At what place or places was the cargo, or any part thereof, taken on board ? On what day did you arrive at the place or places where you took in the whole, or any and what part of the cargo ? And on what day did you sail from such place or places, and what part of your cargo was taken in at each place, and when ?

“ 10th. Did the plague or any other infectious disease or distemper prevail in any degree at the places from whence you sailed, or at any of the places at which your cargo was taken on board, or at which you touched ? If at any, say at which, and when.

“ 11th. Did you hear of any report, or are you aware of any suspicion having existed at the time of your sailing, that the plague or any other infectious disease prevailed at the place from whence you sailed, or at any other place in the Mediterranean (or in America or the West Indies, as the case may be).

“ 12th. What number of officers, mariners, passengers, or other persons have you on board ? Describe the number of each.

“ 13th. At what port did you take on board your passengers ?

“ 14th. Were they residents at that place, or had they been embarked as passengers on board any other vessel from any other places, and from what places, and at what time ?

“ 15th. Do the said officers, mariners, passengers, and other persons, consist of the same individuals as were on board at the port from which you sailed upon your homeward voyage ? If any other persons have been taken on board, or if any of your officers, crew, or passengers have quitted your vessel since you sailed from such port, or before your arrival at this place, or if any other alterations in that respect have taken place, specify the same, the causes, and the time or times of such alterations.

“ 16th. What number of persons (if any) have died on board during the voyage ? Outwards or homewards, or at any part at which you have touched ? When and in what part of the voyage did such person or persons die ? Of what disease or distemper ?

“ 17th. Have any of your officers, mariners, or other persons of your crew who sailed with you on your outward voyage died or left the vessel ?

“ 18th. In the course of your voyage outward or homeward, or at any port at which you have touched, have any persons on board suffered from sickness of any kind ? What was the nature of such sickness ? When did it prevail ? How many persons

persons were affected by it? Are there any convalescents on board? Or are all persons on board at present in good health?

"19th. Were any of those who died, or who have been sick in the course of the voyage, or at any port at which you have touched, affected, or suspected to have been affected, by any infectious disease or distemper?

"Were the bedding and clothes of such diseased and sick persons destroyed? If so, when, and in what manner? Were any of the persons immediately employed about the sick afterwards taken ill? If so, of what disease, and in how many days after having been so employed?

"20th. At what precise time did such deaths happen? In how many days after being indisposed did the sick die? What were the most obvious appearances of the disease?

"21st. Have you spoken to or otherwise had any communication with any vessels at sea during the voyage? What were the names of such vessels, and to what country, port, or place did they belong? From what ports or places were they coming, or at what ports or places had they touched on their voyage, and to what country, ports, or places were they bound? What was the nature of the communication held? What do you know respecting the state of health on board such vessel?

"22d. Have there been any letters, parcels, or other articles delivered out of or received into your vessel from any vessel or boat met with on the voyage, or before or since your arrival at this place, and what were such letters, parcels, or articles, and where were the same delivered or received, and into or out of what vessel or boat?

"23d. Have you any packages or parcels which you have taken charge of? If so, what are their contents, and when and where did you take them on board?

"24th. What pilots or other persons from the shores of the United Kingdom, or from the islands of Scilly, Guernsey, Jersey, Alderney, Sark, or Man, have been or are now on board your vessel, or have had any communication whatever with the ship's company, or any of the passengers during the voyage homewards, or before or since your arrival at this place? If any such pilots or other persons have come on board, and have afterwards quitted your vessel, specify the names of such persons, and the time, manner, and circumstances of their so quitting your vessel?

"25th. Did you leave any British vessels at any of the ports you sailed from? If you did, mention their names, and the names of the commanders.

"26th. Were such vessels loading, were they near their departure, and whither were they bound?

"27th. Did you meet with any British vessels at any of the places you touched at? If you did, say when, where, and what were the names and destinations of such vessels; and to what ports or places did they belong?

"28th. Do you know whether any foreign vessels, loading at the port from which you sailed, were bound beyond the Streights of Gibraltar? and if so, what were they, and whither were they bound?

"29th. Do you know whether any person whatever employed in loading your vessel, or in bringing any articles into it, or having any communication on board thereof, was taken ill during such employment or communication? or whether, by the absence of such person or persons in the course of such employment, any suspicion was entertained of their having been taken ill? If so, of what disease?

"30th. Do you know whether or not your cargo, or any part thereof, had been long in warehouse before its being taken on board? If you do, say how long. Have you any knowledge of its being packed or handled on shore, or conveyed from shore, or stowed on board by persons affected with the plague or any other infectious disease or distemper?"

X. *Answers in Writing on Oath.*—*Vessels to repair to Stations.*—*To perform Quarantine.*—*Medical Attendant.*—*Log Book, Manifest, &c.* The answers to the aforesaid questions shall be taken down in writing, and the master of such vessel shall solemnly make oath to the truth thereof before the superintendent of quarantine, or his assistant, or officer of customs (as the case may be), and such superintendent of quarantine, assistant, or officer of customs as aforesaid (with the advice of the medical attendant, if such advice be judged necessary), shall, according to the

the answers returned to the questions hereinbefore set forth, then appoint a proper place or station for such master of such vessel, to repair to with such vessel, who thereupon shall, as soon as possible, after having answered the foregoing questions, repair with such vessel to such place or station where the vessel shall be forthwith placed, and shall there perform quarantine accordingly; the master of such vessel carrying with him the log book, manifest, and all the ship's papers, all of which he shall there deliver to the superintendent of quarantine, or his assistant, or to the proper officer of customs authorized as aforesaid (as the case may be), the log book, manifest, and papers having been first immersed in vinegar and fumigated; and such master of such vessel shall there solemnly make oath to the truth of the contents of such log book, to the best of his recollection and belief, or shall state and specify upon oath in what particulars alone the same, or any part thereof, is false and incorrect, and whether every particular entry therein was made as soon after the fact as possible; and if not, for what reason it was delayed, and when it was made; and also to the truth of all the other ship's papers, before such superintendent, or his assistant, or officer of customs, and shall conform to all such directions as he shall then receive, touching the performance of quarantine, from such superintendent, assistant, or officer of customs.

XI. *Suspicious Answers.* In the case of vessels liable to quarantine arriving at any of the ports of the United Kingdom or islands aforesaid, if any suspicious circumstances shall appear in the answers returned to the said questions by the master of any such vessel, or from any other circumstance, the proper officer of customs at such port or island shall immediately transmit such answers, and give notice of the cause of such suspicion, to the lords of the privy council, and the commissioners of customs, and shall, without regard to the bill of health, *whether clean or otherwise*, order such vessel to a station distant from all other vessels in the same place, and put her under special guard, in order the more effectually to prevent all communication therewith.

XII. *How long Vessels with clean Bills of Health to perform Quarantine.* All vessels liable to quarantine as aforesaid, and being furnished with *clean bills of health*, as well as the crews and passengers on board the same, shall perform a quarantine of *fifteen days*, in the manner heretofore practised, which quarantine shall commence from the time when such part of the cargo, if any, as is hereinafter enumerated, shall have been delivered into a floating lazaret in Standgate Creek or Milford Haven, in case the vessel shall perform quarantine in Standgate Creek or Milford Haven; or into the lighters, or other proper vessels appointed for that purpose, in case the vessel perform quarantine at any of the places hereinbefore appointed for the performance thereof by vessels bound to any of the out ports or islands aforesaid; but in cases where no part of the cargo shall consist of such enumerated goods, then such quarantine of fifteen days shall commence on the day on which the master of such vessel shall have arrived with such vessel at the station so appointed.

XIII. *Goods from Mediterranean or West Barbary with Clean Bills of Health.* With respect to all goods coming from the Mediterranean, or from the West Barbary on the Atlantic Ocean, in vessels furnished with *clean bills of health*, all goods, other than such as are hereinafter enumerated, shall be aired and treated on board the vessel in which they shall arrive according to the manner heretofore practised respecting such goods imported in vessels furnished with clean bills of health, and shall continue to be so treated for one week; and all such goods as are hereinafter enumerated, so coming in vessels with clean bills of health, shall be removed from the vessel to the place appointed for that purpose, and shall be aired and treated in the manner heretofore practised with regard to such goods, and shall continue to be so treated for *fifteen days*.

XIV. *Vessels from Mediterranean or West Barbary, not having clean Bills of Health.* With respect to all goods and other articles as aforesaid, brought or imported in vessels not having the plague or other infectious disease or distemper as aforesaid actually on board, and which may arrive in any of the ports of the United Kingdom or the islands aforesaid, coming from the Mediterranean or from the West Barbary on the Atlantic Ocean, *not being furnished with clean bills of health*, such goods and other articles as aforesaid, (such vessel having first repaired
to

to Standgate Creek or Milford Haven as hereinbefore directed) shall perform quarantine in a floating lazaret, either at Standgate Creek or Milford Haven, and no where else, in the manner and for the time hereinafter mentioned.

XV. *Vessels with foul Bill of Health to be under Guardians.* Immediately after the master of every such vessel so arriving with a foul bill of health, or on board of which infection shall have appeared, shall have undergone the examination hereinbefore directed, and shall have arrived with his vessel at the station so appointed as aforesaid, two quarantine guardians shall be placed on board such vessel by the superintendant of quarantine or his assistant.

XVI. *Communication by Letter.* All persons on board any vessel under quarantine may be permitted to have communication with others by letters, under the following regulations: *viz.*

An officer appointed by the superintendant of quarantine shall daily, at a fixed hour, go round the different lazarets and vessels in quarantine to receive letters, the usual precaution of dipping such letters in vinegar, and putting them into the fumigating box, being always first observed; and such letters shall remain in the fumigating box until such time as the superintendant shall give directions for taking them out to be forwarded, and no person, except the superintendant of quarantine, or his assistant, or one of the guardians on board the vessel, shall be permitted to deliver such letters from such fumigating box; and the persons so hereby authorized to deliver the same shall take care, where several letters or papers are inclosed together, to slit open the covers in manner practised in the lazarets of the Mediterranean. And all letters to such persons so under quarantine shall be delivered to the superintendant or his assistant, and shall be distributed by him, or according to his directions; and no communication or conference shall be had by persons not under quarantine, with persons so under quarantine, except by permission, or in the presence of the superintendant or his assistant, and under such regulations as shall be directed by the superintendant.

Medical Attendant. Provided that the medical attendant and superintendant, or his assistant, or any other person duly authorized by an order in council, may go on board any vessel under quarantine without being in any way subject to the restraint of quarantine.

XVII. *Night Watch and Guard Boats to be taken away.* A night watch shall be regularly kept, and a sufficient number of guard boats and officers shall be appointed, for the purpose of preventing all clandestine communications with persons under quarantine; and all the boats belonging to vessels under quarantine, either at Standgate Creek, Milford Haven, or at the other out-ports, shall be taken from them, and no use made of such boats, except for the purpose of carrying goods to the lazaret, or, upon occasions of necessity, such necessity to be determined by the superintendant of quarantine, and such boats shall not be delivered up to the masters of such vessels, until the expiration of the quarantine to be respectively performed by them.

XVIII. *How Assistance, Food, &c. to be supplied.* The superintendant of quarantine, or his assistant, or some other proper person appointed by the superintendant, shall, as often as required, afford assistance and provide necessaries for the persons under quarantine, taking care to allow of no improper communication with the persons employed for that purpose; which persons shall always place their boats to windward, and shall deliver, by means of buckets, the articles supplied by them.

XIX. *Delivery of Things from Vessels.* The quarantine guardians who shall be placed on board vessels, shall be instructed to take especial care that nothing whatever be delivered from on board such vessels when under quarantine, without an order in writing, from the superintendant, or his assistant, every such order to be entered in a book by one of the said guardians, and the original to be delivered back to the superintendant, or his assistant; and nothing, however little susceptible it may be thought to be of infection, shall be conveyed from one vessel under quarantine to another, nor any personal intercourse be permitted from any such vessel to another; and one of the quarantine guardians, when thereto required by the superintendant of quarantine, or his assistant, shall accompany the lighters and boats which shall be employed in passing to or from the vessel on board of which such guardians are placed, during the passage of such lighters and boats to and from

from such vessel, in order to prevent any communication in the transit of the cargo from the vessels to any floating lazaret, and shall take care, after every removal of goods, that no remnants of cotton, or of any other enumerated article, remain in the lighters or the boats, but shall, before leaving off work, collect and deliver such remnants into the lazaret with the last package which they shall then carry from the vessel.

XX. *Sweeping Holds and Decks.* The guardians shall take care that, after the discharge of the cargoes into the lazaret, the holds and between decks of the vessels shall be completely swept, and the sweepings burnt.

XXI. *Searching Lockers, Airing Clothes, &c.* The guardians shall diligently search the lockers, chests, and other repositories of the officers, passengers, and crews, and every part of the vessels, so that no article so enumerated, nor any thing considered as susceptible of infection, remain undelivered to the lazaret, unless what shall be declared by the superintendent or medical attendant to be requisite for daily use, and shall see that all the chests, lockers, and other repositories, and all the clothes and bedding in the vessel be daily opened and aired, in such manner as shall be directed by the superintendent of quarantine.

XXII. *Daily Report.—Impediments, &c.* One of the guardians shall make a daily report to the superintendent of quarantine, or his assistant, and to the medical attendant, of the state of health of every person on board, and whether the regulations of quarantine have been properly complied with; and in case any impediment occur in the execution of the duties required of the guardians, they shall then give notice immediately to the master of the vessel in the first instance, and if thereupon such impediment be not instantly removed, they shall then give notice thereof to the superintendent of quarantine, or his assistant, who shall take care to use effectual means for the removal of the same.

XXIII. *Persons falling Sick.* If any person on board fall sick, and any medical person be on board the vessel, such medical person shall confer with the medical attendant alongside the vessel, the medical attendant keeping to windward, at a distance of not less than ten feet; and in case there be no medical person on board, and it be necessary for the medical attendant to inspect the sick, the visit shall be made at the ship's boat by the medical attendant in his own boat, keeping to windward at the like distance of not less than ten feet; and if any patient, after being examined in the manner before mentioned, be found to require such medical or surgical aid as cannot properly be administered except in the hospital ship, he shall be removed to such hospital ship.

XXIV. *Pestilential Disorder on board Vessels.* In case any pestilential disorder actually discover itself on board any vessel, or among any of the persons under quarantine, the persons affected with such disorder shall be removed, with all possible care and dispatch, under the special direction of the superintendent of quarantine and medical attendant, to the hospital ship, and proper attendants shall be assigned to such patients by the superintendent of quarantine, with the advice of the medical assistant; and such patients shall be visited, at a due distance, by the medical attendant; and in case nearer approach be required, some persons shall be specially appointed by the medical attendant for that purpose.

XXV. *Medical Assistance.* The passengers and crew of any vessel under quarantine may have the assistance of any medical persons they may desire from the shore, subject to the official visits of the medical attendant, and to such regulations as the superintendent of quarantine, with the advice of such medical attendant, shall judge necessary, but all such medical persons, as well as all others, if they communicate by contact with the sick, shall perform the same quarantine as the sick persons themselves.

XXVI. *How Pilot may quit Vessel.* After the quarantine guardians shall have been placed on board any vessel, the pilot may quit such vessel, and be removed to the hospital ship, and continue under quarantine until the probationary airing of the goods, as hereinafter directed, shall be finished; and at the expiration of such probationary airing, such pilot, if he continue free from infection, shall be fumigated and discharged from quarantine: provided always, that during the performance of such quarantine, such pilot shall not have communication with any other person, except under similar restrictions to those herein directed with regard to other persons under quarantine.

XXVII. *Pestilential Accident.* In case any pestilential accident shall occur among the crew, passengers, or other persons on board any vessel during the probationary airing of the goods, at whatever stage of the quarantine such accident may happen, the quarantine of all the crew, passengers, or other persons, and of the pilot (if there be a pilot at that time liable to quarantine, in respect of his having been on board such vessel), as well as of the goods, shall recommence, and the sick persons shall be sent to the hospital-ship, the external guard shall be immediately doubled, and notice of such accident shall be given, with all possible dispatch, to the lords of the privy council, that they may give such orders thereupon as may appear to them to be necessary.

XXVIII. *Plague appearing on Voyage.* And for the better guarding against the introduction of the plague into the United Kingdom, it is hereby ordered, that in the event of the plague actually appearing on board any vessel on her voyage to any port in the United Kingdom, she shall immediately, if to the southward of Cape St. Vincent, repair to some lazaretto in the Mediterranean, there to perform quarantine, and if to the northward of Cape St. Vincent, she shall immediately repair to Milford Haven, there to perform quarantine.

XXIX. *Baggage, Wearing Apparel, Books, &c.* The baggage, wearing apparel, books, and every other article belonging to any person on board any vessel arriving as above mentioned with a *foul bill of health*, or on board of which infection shall have appeared, for which they shall have no immediate occasion, shall be sent to the lazaret, for the purpose of being aired in like manner as other goods of the same description; and before any of the passengers or crew shall be discharged from quarantine, they, their clothes, and other effects which have remained with them, shall be fumigated.

XXX. *Mode of Probationary Airing, and Duration.* Immediately after the pilot, and such of the passengers and crew of the vessel so arriving with *foul bills of health*, as may be permitted or directed to perform quarantine as hereinbefore mentioned, shall have quitted the vessel in which they shall have arrived, the hatches of such vessel shall be opened, and the probationary airing of the cargo shall commence, which probationary airing shall be in the following manner, *viz.*—Such a number of bales of the enumerated goods, hereinafter stated, as can be ranged upon deck, shall be taken from the hold, and the seams at one or both ends being ripped open, the contents shall be handled as much as possible by the sailors in presence of one of the guardians, and under this process of handling and turning such bales shall remain exposed to the air for six days, and on the subsequent day shall be put into a condition to be, and shall accordingly be, delivered to the lighter appointed to transport them to the floating lazaret, and as soon as the deck is cleared of the first parcel of goods, a second parcel shall be hoisted up, and treated in like manner for three days, and on the subsequent day shall in like manner be put into such condition, and shall be so delivered; after which a third parcel shall be hoisted up and treated in the same manner also for three days, and on the subsequent day shall in like manner be put into such condition, and shall be so delivered; but in case of any suspicious circumstances arising, the probationary airings shall be extended to eight, six, and four days, making, with the three intermediate days, twenty-one days in the whole, or even to a greater length of time, if circumstances shall require.

XXXI. *Articles to be taken to Standgate Creek or Milford Haven.* If the goods arrive in vessels with *foul bills of health*, the articles hereinafter enumerated shall be carried to a floating lazaret in Standgate Creek, or at Milford Haven, there to be unpacked, opened, and aired, for the space of forty days, *viz.*

Apparel of all kinds.

Artificial flowers.

Bast, or any article made thereof.

Beads, bracelets, or necklaces in strings.

Beds.

Bed ticks.

Books.

Brooms of all sorts.

Brushes of all sorts.

Burdetts.

Cambletts.

Canvass.

Carmenia wool.

Carpets.

Cordage

Cordage not tarred.	Packthread.
Cotton wool.	Parchment.
Cotton yarn.	Pelts.
Cotton thread.	Platting of bast, chip, cane, straw, or horse hair.
All articles wholly made or mixed with cotton, silk, wool, thread, or yarn.	Quills.
Down.	Rags.
Feathers.	Sails and sail-cloths.
Flax.	Silks, <i>viz.</i>
Furrier's waste.	Crapes and tiffanies.
Goats' hair.	Husks and knubs.
Gold or silver on thread, cotton, hair, wool or silk, or any other substance hereinbefore enumerated.	Raw silk.
Grogam.	Thrown and orgazine silk.
Hats, caps or bonnets, of straw, chips, cane, or any other material.	Waste silk.
Hemp.	Wrought silk.
Hoofs.	Skins, hides, and furs, and parts or pieces of skins, hides, and furs, whether undressed, or in part or wholly tanned, tawed, or dressed.
Horn and horn tips.	Sponges.
Hair of all sorts.	Straw, or any article made or mixed with straw.
Leather.	Stockings of all sorts.
Linen.	Thread.
Lutestrings, bathings, or harpstrings.	Tow.
Maps.	Vellum.
Matrasses.	Whisks.
Mats and matting.	Wool, whether raw or any wise wrought.
Mohair yarn.	Yarn of all sorts.
Nets new or old.	
Paper.	

And all other goods whatever if they shall have arrived in or with packages, consisting wholly or in part of any of the articles above enumerated in this class, unless such goods be removed from such packages as hereinafter mentioned.

XXXII. *Expurgation.* The expurgation of the goods enumerated as before mentioned, after they have been removed to the floating lazaret, shall proceed in the following manner, *viz.* All bales of cotton shall be opened from one end to the other, and so much taken out as to leave room for handling daily the interior of the bale. The following articles, *viz.*

Rags,
Raw wool,
Goats' wool,
Carmania wool, and
Hair,

shall be taken out of the bags or bales, and shall be ranged in low heaps, not above four feet high, and successively handled and rummaged.

All bales of raw silk, silk stracee (or refuse), and silk thrown, shall be opened on one side from end to end, the cords loosened, and way made, by removing a number of skins, for the porters to handle the interior of the bales; and at the expiration of twenty days, that side of the bale which has been opened being resewed, the other side shall be ripped open, and the contents handled and aired in the like manner, till the thirty-fifth day, when the bales shall be put in order for delivery.

All packages of cotton, of yarn, of thread, of silk stuffs, of cotton stuffs, or burdets, of camblets, and of linen, shall be opened, and the piece-goods piled in rows, lattice fashion, or in pyramids, turned every four days, and completely spread out and suspended on cords for several days.

Cases of papers, books, parchment, cases of sponges, and silk and thread stockings,

ings, shall be entirely unpacked, and the smaller parcels separated from each other, and so disposed as to admit of thorough airing.

Feathers,
Straw hats,
Artificial flowers,
Coral beads in string,
Brushes,

shall be spread out in the same manner.

Carpets,
Furs,
Hides and skins,

shall be unbaled, and each piece shall be spread and suspended on cords, sometimes in the open air, and frequently turned.

All goods packed in or with straw, cotton, or any other enumerated article, or considered as susceptible, shall be entirely taken out of or separated from the same, and carefully aired.

All goods enumerated above, concerning the expurgation of which no particular directions have been hereinbefore given, shall be unpacked, opened, aired, and handled in like manner, so far as may be, as is hereinbefore directed, with regard to goods of a similar description.

XXXIII. *When Quarantine to commence, and for how long.* After the delivery of all the goods enumerated as before mentioned, into a floating lazaret, the vessel, with the rest of the cargo, shall then commence and perform quarantine of thirty days, during which, the packages of the goods, not enumerated, remaining on board such vessel, shall be frequently swept and shifted, and moved from time to time as much as possible, according to the nature thereof, so as to admit of free ventilation; and at the expiration of the thirty days, if all persons on board continue free from every appearance of infection, the vessel, and such part of the crew, passengers, and cargo as shall have remained on board, shall be finally fumigated and discharged.

XXXIV. *When certain Articles may be delivered.* If all the persons on board remain in health, dried fruits having been shifted from baskets or other packages made of articles enumerated, or considered as susceptible, when such dried fruits shall have been imported in such packages, may be delivered in twenty days; dried fruits in packages of wood in ten days; barrels of oil, the bungs being first tarred, and the barrels brushed, and then thoroughly washed in sea-water, in ten days; grain, pulse, and other seed in bulk, on the eleventh day, after having been passed through an iron grating, in order to detect any susceptible matter that may be mixed therewith; grain, pulse, and other seeds in sacks, or in casks or baskets of rush mat, being shifted into fresh sacks or packages in like manner, on the eleventh day, being likewise passed through an iron grating; but in all cases where any goods shall have been shifted from such susceptible packages into fresh packages, the susceptible packages shall be sent to the lazaret to perform quarantine, according to the nature thereof, or shall be destroyed, or shall be dipped in the sea, and then remain on board the importing vessel till the expiration of the quarantine, at the option of the importer.

XXXV. *When Quarantine to commence for certain Goods.* The quarantine of all goods, (as well such as are directed to be left in, as such as are to be removed from the vessel) in cases where the cargo shall consist partly of enumerated articles, and partly of non-enumerated articles, shall commence and be computed from the day on which the whole of the enumerated articles shall have been removed from the vessel importing the same, to be opened and aired in the manner before directed (except as hereinbefore particularly excepted.)

XXXVI. *When Quarantine for certain other Goods to commence.* The quarantine of thirty days to be performed by all vessels arriving without *clean bills of health*, but with cargoes wholly consisting of articles considered as not susceptible of infection, and not enumerated, shall commence and be computed from the day on which the quarantine guardians shall be put on board.

XXXVII. *Touch Patents or Bills.* All vessels, and all persons, and goods on board thereof, arriving with suspected bills of health (commonly called *touch patents* or *bills*),

bills), shall respectively perform quarantine, and be treated in the same manner as above directed, concerning vessels arriving without foul bills of health; and persons, and goods, arriving in such vessels, except only that such vessels, persons, and goods, so arriving with suspected bills of health, shall respectively be subject to ten days less quarantine.

XXXVIII. *Vessels having on Board certain Articles from Places where no regular Quarantine Establishment.—Declaration upon Oath.* With respect to all vessels whatsoever having on board any of the articles enumerated as before stated, and intending to import the same into any place in the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, from any place in Europe without the Streights, or on the continent of America, at which there is not a regular establishment for the performance of quarantine, declared sufficient by His Majesty in council, as aforesaid; (a) the master of such vessel is hereby required to

(a) *Vessels from Southern Ports of Europe.* By order in council dated 31 July, 1826, it is stated, that the lords of the council are of opinion, that vessels arriving from the southern ports of Europe out of the Streights should be exempted from producing the declarations required by His Majesty's order in council until further order.

Articles exempted. By order in council, dated Sep. 15, 1826, it is now considered necessary to require consular declarations of origin as to the produce or manufacture of the following articles *only*, on their conveyance to this kingdom from places in Europe, viz.

Cotton	}	of all kinds unmanufactured.
Wool		
Silk		
Hemp or Flax		
Hair		
Leather	}	generally.
Skins		
Hides and Furs		
Carpets		
Ostrich Feathers and Sponges		
Rags*		
Cotton Yarn		
Mohair Yarn and Feathers		

Other Articles exempted. By order in council, dated Dec. 13, 1826, the production of consular declarations and certificates, are to be dispensed with until further order so far as the same may apply to such of the enumerated articles as are not mentioned in the preceding order of Sep. 15, 1826, and also to rags coming from Europe.

Bordeaux. By order in council dated June 1, 1826, it is stated that whereas there is at present in the port of Bordeaux a regular establishment for the performance of quarantine, and all necessary precautions are there taken for preventing the introduction of the plague, or any other infectious disorder, by the importation of articles from Turkey, or elsewhere; and such establishment is hereby declared sufficient for the due performance of quarantine. His Majesty, therefore, pleased to order, that from and after the date of this order, the masters of vessels arriving in any of the ports of the United Kingdom, or of the islands of Guernsey, Jersey, Alderney, Sark, or Man, from the said port of Bordeaux, having taken on board any of the enumerated articles at the port of Bordeaux, shall not be required to produce the declarations, described in the 38th section of the above order in council.

Bordeaux. By order in council dated August 8, 1826, it is ordered that the masters of vessels arriving in any of the ports of the United Kingdom, or of the islands of Guernsey, Jersey, Alderney, Sark, or Man, from the port of Bordeaux, having taken on board any of the enumerated articles at the port of Bordeaux, shall not be required to produce the declaration described in the above order.

[See Order in next Page.]

* By orders in council dated Oct. 3, 1826, and Dec. 11, 1826, their lordships are of opinion that the consular certificate of origin, which already applies to rags as an enumerated article, should further specify that rags, coming from all ports in Europe, have been washed or otherwise purified.

Bordeaux. By order in council dated Jan. 26, 1827, it is stated that it was not

bring with him a declaration made by the owner, proprietor, shipper, or consignee of such vessel, or of the goods enumerated as aforesaid on board the same respectively, upon oath before some magistrate of the place whence such master of such vessel shall have brought the goods, and attested by such magistrate and also by the British consul or vice consul, or in case there be no British consul or vice consul there, then by two known British merchants; in which declaration it shall be stated, either negatively, that the enumerated goods are not of the growth, produce, or manufacture of Turkey, or of any place in America, within the Streights of Gibraltar, or in the West Barbary, on the Atlantic ocean: or affirmatively, of what place they are the growth, produce, or manufacture; and if they are of the growth, produce, or manufacture of any of the countries last mentioned, then it shall be stated in such declaration whether the vessel is or is not the same in which the enumerated goods so imported were brought from Turkey, or from any of the countries last mentioned; and in case the vessel is the same, the master of such vessel is hereby required to bring with him the bill or bills of health, granted at the port where any such goods were originally taken on board, or copies thereof attested by a notary public; and if the vessel having on board such goods be other than that in which they were imported into any place in Europe without the Streights, or on the continent of America, at which there is not a regular establishment for the performance of quarantine, declared sufficient by His Majesty in council as aforesaid, the master of such vessel is hereby required to bring with him a declaration made and attested in like manner as the declaration before-mentioned, in which it shall be stated whether the goods were imported into the ports of the countries last mentioned in a vessel with or without a clean bill of health; and such master of any such vessel, if the same be bound to the port of London, or to the river of Thames or Medway, shall forthwith produce such declaration or declarations (as the case may be) to the superintendant of quarantine, or his assistant at Standgate Creek or Milford Haven, or if the same be bound to any of the out ports or islands aforesaid, to the superintendant of quarantine, or his assistant, or to the proper officer of customs; and if it appear that none of the enumerated goods on board such vessel are of the growth, produce, or manufacture of Turkey or of any place in Africa, within the Straits of Gibraltar, or in the West Barbary, on the Atlantic ocean, such vessel importing the same shall not be obliged to perform quarantine, but shall, on production of such declaration to the superintendant or his assistant, or to the officer of customs, be admitted to an entry in the usual and legal manner; but if it appear that such enumerated goods, or any part thereof, are of the growth, produce, or manufacture of any of the countries last mentioned, or if no such declaration be produced by the master of such vessel, then the superintendant of quarantine, or his assistant, or the officer of customs at the place at which such vessel shall arrive, as the case may be, shall take care that every such vessel, as well as the officers, crew, passengers, and the entire cargo on board the same, shall perform quarantine, according to the nature of the case, at such and the same places as are hereinbefore appointed for the performance of quarantine for the same time, and in the same manner as vessels, their officers and crews, passengers, and cargoes, coming from the Mediterranean, or from the West Barbary on the Atlantic ocean, with clean bills of health, are hereinbefore respectively required to perform quarantine. Provided that if the master of any vessel coming from any place whatever at which there is no regular establishment of quarantine declared sufficient by His Majesty in council, shall bring with him a declaration on oath made by the owner, proprietor, shipper, or con-

intended that the consular declarations referred to in the letter of the 15th Sept. last, should be required for vessels coming from Bourdeaux, having on board any of the articles therein enumerated, provided such articles were taken on board at Bourdeaux from the shore; but that their lordships are of opinion that such declarations should be required in all cases (if any should occur) where any of the articles in question shall have been shipped into the importing vessels, from some other vessel at that port.

signed

signee of such vessel, or for the goods on board thereof respectively, before the British consul or vice consul, residing at or near such place, to the same purport and effect as aforesaid, that then the declaration so made shall have the like force and effect as if attested and sworn before a magistrate in manner aforesaid.

XXXIX. *Vessels having performed Quarantine at Places in Mediterranean.* All vessels arriving in the ports of the United Kingdom, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, having come from the Mediterranean, or from the West Barbary, on the Atlantic ocean, which with their officers, crews, passengers, and cargoes, shall have previously performed quarantine in the lazaret of Malta, Ancona, Venice, Messina, Leghorn, Genoa, Trieste, or Marseilles, shall upon their arrival be put under quarantine in some of the places hereinbefore appointed for the performance of quarantine, until the master of such vessel shall have produced to the superintendant of quarantine, or his assistant, or to the officer of customs, the proper documents to prove that such vessel, and the officers, crew, passengers, and cargo on board the same, have duly performed quarantine in one of the lazarets last mentioned; and upon so producing such documents the vessel shall not be obliged to perform quarantine, but shall, together with the goods on board thereof, remain at such quarantine station until duly released by order in council. (a)

XL. *Vessels clearing out for Mediterranean.* All masters of any vessels clearing outwards from any place in the United Kingdom, or the islands aforesaid, for any place in the Mediterranean, or in the West Barbary on the Atlantic ocean, or for any place respecting which there shall at the time of such clearing out be any order of His Majesty in council in force, subjecting vessels coming from thence to quarantine, shall receive from the principal officers of customs at such place, a printed paper containing an abstract of such quarantine regulations as shall be thought necessary to be most generally notified and observed by such masters, their officers, crews, and passengers on board; and every such master of any such vessel, shall cause the printed paper to be affixed on some convenient and conspicuous part of his vessel, and there to remain so affixed until the return of his vessel to some place in the United Kingdom, or the islands aforesaid, provided the vessel shall return to the United Kingdom, or the islands aforesaid, within 12 months.

XLI. *Vessels about to Sail to be provided with Quarantine Flags and Lanthorns, and Materials for Fumigation.* Every master of any vessel about to sail from any place in the United Kingdom, or the islands aforesaid, for any place in the Mediterranean, or in the West Barbary on the Atlantic ocean, or for any place respecting which there shall at the time of such clearing out be any order of His Majesty in council in force subjecting vessels coming thence to quarantine, shall, before his departure provide and take on board one or more of the quarantine signal flags and lanthorns directed by the preceding act of parliament, and likewise a proper quantity of materials and instruments for fumigation and immersion and shall keep the same on board to be used in the manner hereinbefore directed upon the return of such vessel to any place in the United Kingdom.

XLII. *Commanders of Ships of War meeting Vessels.* The commanders of any of His Majesty's ships of war, who shall meet any vessel liable to perform quarantine, coming to any of the ports of the United Kingdom, or of the islands of Guernsey, Jersey, Alderney, Sark, or Man, shall take due care to prevent the landing of any goods or persons from on board the same, until they shall be put under the direction of the superintendant of quarantine or his assistant at Standgate creek,

(a) *Ships of War &c. from Mediterranean.* By order in council, dated May 26, 1827, their lordships desire that directions be given to release all ships of war belonging to His Majesty, or to any nation in amity with His Majesty, which may arrive from the Mediterranean, or from the West Barbary on the Atlantic ocean, immediately on their arrival, without waiting for special orders from their lordships, provided the captain shall declare that all persons on board are and have been freed from any disease of a suspicious nature as to contagion during the voyage.

or Milford haven, or under the direction of the superintendent or his assistant, or the proper officer of customs, at any of the out places hereinbefore mentioned.

XLIII. *Officers of Customs.* The commissioners and other officers of customs shall use their utmost diligence and care that all regulations for the performance of quarantine before directed be duly observed.

XLIV. *Assistance to officers.* The commanders of His Majesty's ships of war, as likewise the commanders of His Majesty's forts and garrisons lying near the sea coasts, and all officers and ministers of justice, shall be assisting to the said superintendants of quarantine, and their assistants, and to the officers of customs, and to all others that shall be concerned in stopping such vessels as aforesaid, and in bringing them to the places appointed for the performance of quarantine, as well as in enforcing due performance thereof.

WAREHOUSING.

Commencement of Act. From and after 5th January, 1826, this act shall come into and be and continue in full force and operation for the warehousing of goods imported into the United Kingdom, without payment of duty upon the first entry thereof, *or notwithstanding that such goods may be prohibited to be imported into the United Kingdom, to be used therein.* (a) 6. Geo. 4. c. 112. § 1.

Appointment of Ports and Warehouses.—In what cases Bonds required. It shall be lawful for the commissioners of His Majesty's treasury, by their warrant from time to time to appoint the ports in the United Kingdom which shall be warehousing ports for the purposes of this act; and it shall be lawful for the commissioners of customs, subject to the authority and directions of the commissioners of the treasury, by their order from time to time to appoint in what warehouses or places of special security, or of ordinary security, as the case may require, in such ports, and in what different parts or divisions of such warehouses or places, and in what manner any goods, and what sorts of goods, may and may only be warehoused and kept and secured without payment of any duty upon the first entry thereof, or for exportation only, in cases wherein the same may be prohibited to be imported for home use; and also in such order to direct in what cases (if any) security by bond, in manner hereinafter provided, shall be required in respect of any warehouse so appointed by them. § 2.

Warehouse of Special Security.—Warehouses connected with Wharfs, and within Walls. Whenever any warehouse shall have been approved of by the said commissioners, as being a warehouse of special security, it shall be stated in their order of appointment that such warehouse is appointed as a warehouse of special security: provided that all warehouses connected with wharfs for the landing of the goods to be lodged therein, and enclosed together with such wharfs within walls, such as are or shall be required by an act for the constructing of such warehouses and wharfs, and being appointed to be legal quays, shall

(a) But see page 20. By the act therein mentioned, certain prohibited goods are not to be warehoused; but see § 12. of this act.

without any order of the commissioners of customs be warehouses for the purposes of this act, for all goods landed at such wharfs or quays at any port appointed by the commissioners of His Majesty's treasury to be a warehousing port as aforesaid, and all such warehouses shall be warehouses of special security. § 3.

Appointments of Warehouses and Bonds given under Former Acts. All appointments of warehouses for the warehousing of goods made under the authority of any other act in force on 5th January, 1826, shall continue in force, as if the same had been made under the authority of this act, and all bonds given in respect of any goods warehoused or entered to be warehoused under any act in force on 5th January, 1826, shall continue in force for the purposes of this act. § 4.

Tobacco Warehouses and Rent. The commissioners of customs shall, out of the moneys arising from the duties of customs, provide from time to time the warehouses for the warehousing of tobacco at the ports into which tobacco may be legally imported: provided that for every hogshead, chest, or case of tobacco so warehoused, the importer or proprietor thereof shall pay as and for warehouse rent such sums not exceeding any sum payable under any act in force on 5th January, 1826, and at such periods and in such manner as the commissioners of the treasury shall from time to time by their warrant appoint and direct, and all such sums shall be paid, received, and appropriated as duties of customs. § 5.

Power to revoke Appointment of Warehouses and of Rent. It shall be lawful for the commissioners of the treasury by their warrant, and for the commissioners of customs by their order, from time to time to revoke any former warrant or any former order, or to make any alteration in or addition to any former warrant or any former order, made by them as aforesaid respectively. § 6.

Publication in Gazette as to Warehouses. Every order made by the commissioners of customs in respect of warehouses of special security, as well those of original appointment, as those of revocation, alteration, or addition, shall be published in the London Gazette, for such as shall be appointed in Great Britain, and in the Dublin Gazette, for such as shall be appointed in Ireland. § 7.

General Bond by Warehouse Keeper, or Particular Bond by Importer. Before any goods shall be entered to be warehoused in any warehouse, in respect of which security by bond shall be required, the proprietor or occupier of such warehouse, if he be willing, shall give general security by bond, with two sufficient sureties, for the payment of the full duties of importation on all such goods as shall at any time be warehoused therein, or for the due exportation thereof; and if such proprietor or occupier be not willing to give such general security, the different importers of the

separate quantities of goods shall, upon each importation, give such security in respect of the particular goods imported by them respectively, before such goods shall be entered to be warehoused. § 8.

How sale of Goods to be valid, although they remain in Warehouse.—Transfer Book. If any goods lodged in any warehouse be the property of the occupier of such warehouse, and be *bona fide* sold by him, and upon such sale there shall have been a written agreement signed by the parties, or a written contract of sale made, executed, and delivered by a broker, or other person legally authorized for or on behalf of the parties respectively, and the amount of the price stipulated in the agreement or contract shall have been actually paid or secured to be paid by the purchaser, every such sale shall be valid, although such goods shall remain in such warehouse, provided that a transfer of such goods, according to such sale, shall have been entered in a book, to be kept for that purpose by the officer of customs having the charge of such warehouse, who is hereby required to keep such book, and to enter such transfers with the dates thereof, upon application of the owners of the goods, and to produce such book upon demand made. § 9.

Stowage in Warehouse.—Taking out Goods without Entry. All goods warehoused shall be stowed in such manner as that easy access may be had to every package or parcel of the same; and if the occupier of the warehouse omit so to stow the same, he shall for every such omission forfeit £5; and if any goods be taken out of any warehouse without due entry of the same with the proper officers of customs, the occupier of the warehouse shall be liable to the payment of the duties due thereon. § 10.

Goods fraudulently concealed or removed.—Opening Warehouse without Officer. If any goods warehoused be fraudulently concealed in or removed from the warehouse, the same shall be forfeited; and if any importer or proprietor of any goods warehoused, or any person in his employ, shall, by any contrivance, fraudulently open the warehouse or gain access to the goods, except in the presence of the proper officer acting in the execution of his duty, such importer or proprietor shall forfeit for every such offence £500. § 11.

Examination and Marking on Entry and Landing.—What packages Goods to remain in. Within one month after any tobacco (a) shall have been warehoused, and upon the entry and landing of any other goods to be

(a) As to re-weighing tobacco for home use, see next page but one.

Pepper. By 7 Geo. 4. c. 48. § 37. within one month after any pepper shall have been warehoused, it shall be lawful for the importer or proprietor to abandon any part thereof for the duty, and the quantity of such pepper not so abandoned, being thereupon ascertained, shall be deemed to be the quantity imported; provided always, that no abatement of duty shall be made on account of any damage received by any pepper during the voyage.

warehoused, the proper officer of customs shall take a particular account of the same, and shall mark the contents on each package, and shall mark the word "Prohibited" on such packages as contain goods prohibited to be imported for home use; and all goods shall be warehoused and kept in the packages in which they shall have been imported, and no alteration shall be made in the packages or the packing of any goods in the warehouse, except in the cases hereinafter provided. § 12.

How, by whom, and when, Goods to be carried to Warehouse. All goods entered to be warehoused, or to be re-warehoused, shall be carried to the warehouse under the care or with the authority or permission of the proper officer of customs, and in such manner, and by such persons, and by such roads or ways, and within such spaces of time, as the proper officer of customs shall authorize, permit, or direct; and all such goods not so carried shall be forfeited. § 13.

When Goods to be cleared from Warehouses, and how to be dealt with if not duly cleared. All goods which have been so warehoused shall be duly cleared, either for exportation or for home use, within *three years (b)*, and all *surplus stores* of ships within *one year* from the day of the first entry thereof (unless further time be given by the commissioners of the treasury); and if any such goods be not so cleared, it shall be lawful for the commissioners of customs to cause the same to be sold, and the produce shall be applied to the payment of warehouse rent and other charges, and the overplus, if any, shall be paid to the proprietor; and such goods, when sold, shall be held subject to all the conditions to which they were subject previous to such sale, except that a further time of three months from the date of the sale shall be allowed to the purchaser for the clearing of such goods from the warehouse; and if the goods so sold shall not be duly cleared from the warehouse within such three months, the same shall be forfeited: provided always, that if the goods so to be disposed of shall have been imported by the East India Company, or be of the description called "piece goods," imported from places within the limits of their charter into the port of London, the same shall, at the requisition of the commissioners of customs, be duly exposed to sale by the said company at their next ensuing sale, and shall be then sold for the highest price which shall be then publicly offered for the same. § 14.

Goods lost or destroyed by Accident. If any goods entered to be warehoused, or entered to be delivered from the warehouse, be lost or

(b) *Extension of Warehousing Period.*—By Treasury Letter, dated 14th February, 1827, it is directed not to proceed to the sale of any goods bonded since the passing of the Act 4 Geo. 4. until the time for which any similar goods bonded prior to the passing of the said act shall have expired. [This gives a period of *five years* for all goods to remain warehoused under the above act.

destroyed by any unavoidable accident, either on shipboard or in the landing or shipping of the same, or in the receiving into or delivering from the warehouse, it shall be lawful for the commissioners of customs to remit or return the duties payable or paid on the quantity of such goods so lost or destroyed. § 15.

Entry for Export or Home Use. No goods which have been so warehoused shall be taken or delivered from the warehouse, except upon due entry, and under care of the proper officers for exportation, or upon due entry and payment of the full duties payable thereon for home use, if they be such goods as may be used in the United Kingdom. (a) § 16.

How Rum for Stores, and Surplus Stores, may be shipped or entered for private Use. Any rum of the British plantations may be delivered into the charge of the searcher, to be shipped as stores for any ship without entry or payment of any duty, and any surplus stores of any ship may be delivered into the charge of the searcher to be re-shipped as stores for the same ship, or for the same master in another ship, *without entry or payment of any duty*, such rum and such surplus stores being duly borne upon the victualling bill of such ships respectively; and if the ship, for

(a) *Tea.* By 7 Geo. 4. c. 48, § 52. nothing in any act relating to the excise, shall extend to prevent the exportation of tea from the warehouse in like manner as other goods warehoused upon the first entry thereof may be exported under the laws of customs.

Tobacco. By 7 Geo. 4. c. 4. § 36. whenever any tobacco shall be taken out of the warehouse for home use, the same shall be re-weighed, and the duty shall be charged according to the weight then ascertained, although such tobacco may have increased or decreased in weight since the weight thereof had been before ascertained.

Warehousing. By custom order, dated Dec. 27, 1825, samples of tobacco imported may be taken under the following regulations, *viz.*

That the importer or proprietor of tobacco be allowed, after the package has been weighed inwards, to take a sample not exceeding 4lb. which is to be weighed in the presence of the landing waiter, and the weight to be marked on a label attached to each sample and signed with his initials.

That on the first sample being returned, a second be allowed under the same regulations.

That the importer or proprietor be further allowed to draw any number of samples not exceeding four under the same regulations as two samples are drawn.

That all samples returned be re-weighed by the proper officers, and in case of any deficiency in the weight marked on the label, such deficiency (allowing 4 oz. upon each sample for natural waste) be charged with duty, or a quantity equal thereto returned by the proprietor.

That in case the sample be not returned when the package is re-weighed for home use, the weight of such sample be added to the re-weight for duty; and to prevent the labels taken off the samples returned from being used as a protection to smuggled tobacco, that such labels be, on no account, taken away by the parties, but destroyed in the presence of the proper officers.

Rum to be delivered at Import Gauge. By Treasury Minute, dated 2d April, 1824, it is stated that, My Lords are of opinion, that it may be expedient to extend, for the limited period of 3 years from the present date, the especial indulgence of charging all rums imported subsequently to the 1st March, 1824, with duty according to the strength and measure thereof at the time of delivery, provided the same shall not have remained more than 2 years in the warehouse.

By Treasury Letter, dated April 3, 1827, the above indulgence is extended for one year from April 5, 1827.

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the future use of which any surplus stores have been warehoused, shall have been broken up or sold, such stores may be so delivered for the use of any other ship belonging to the same owners, or may be entered for payment of duty, and delivered for the private use of such owners, or any of them, or of the master or purser of such ship. § 17.

Payment of Duty for Home Use.—How to be entered.—Deficiencies on Export or Removal. Upon the entry of any such goods to be cleared from the warehouse, if the same be for home use, the person entering such goods inwards shall deliver a bill of the entry and duplicates thereof in like manner as is directed by law in the case of goods entered to be landed, as far as the same is applicable, (a) and at the same time shall pay down to the proper officer of the customs the full duties of customs payable thereon, and not being less in amount than according to the account of the quantity first taken of the respective packages or parcels of the goods in such entry at the examination thereof at the time of the first entry and landing of the same, without any abatement on account of any deficiency, except as by this act is otherwise provided; (b) and if the entry be for exportation or for removal to any other warehouse, and any of the packages or parcels of the goods be deficient of the respective quantities of the same, according to the account first taken as aforesaid, a like entry inwards shall also be passed in respect of the quantities so deficient, and the full duties shall be paid on the amount thereof before such packages or parcels of goods shall be delivered or taken for exportation or removal, except as by this act is otherwise provided; and if any goods so deficient in quantity be such as are charged to pay duty according to the value thereof, such value shall be estimated at the price for which the like sorts of goods of the best quality shall have been last or lately sold, either at any sale of the East India company or in any other manner, as the case may be. § 18.

How Goods may be entered for Home Use or for Exportation, although not actually warehoused. If after any goods shall have been duly entered and landed to be warehoused, and before the same shall have been actually deposited in the warehouse, the importer shall further enter the same or any part thereof for home use or for exportation as from the warehouse, the goods so entered shall be considered as virtually and constructively warehoused, although not actually deposited in the warehouse, and shall and may be delivered and taken for home use or for exportation, as the case may be. § 19.

How Goods may be removed to other Ports. Any goods which have been warehoused at some port in the United Kingdom may be removed by sea or inland carriage to any other port in the same, in which the like goods may be warehoused upon importation to be re-warehoused at such other port, and again as often as may be required to any other such port, to be there re-warehoused, subject to the regulations hereinafter mentioned, viz.

Regulations. Twelve hours' notice in writing of the intention to remove such goods shall be given to the warehouse officer, specifying the particular goods intended to be removed, and the marks, numbers, and descriptions of the packages in which the same are contained, in

(a) See page 9.

(b) But see allowances in page 432.

what ship imported, when and by whom entered inwards to be warehoused, and if subsequently re-warehoused, when and by whom re-warehoused, and to what port the same are to be removed; and thereupon the warehouse officer shall take a particular account of such goods, and shall mark the contents on every package in preparation for the delivering of the same for the purposes of such removal, and previous to the delivery thereof may cause the proper seals of office to be affixed thereto: Provided always, that tobacco the produce of the British possessions in America, or of the United States of America, and purchased for the use of His Majesty's navy, may be removed by the purser of any ship of war in actual service to the ports of Rochester, Portsmouth, or Plymouth, to be there re-warehoused, in the name of such purser, in such warehouse as shall be approved for that purpose by the commissioners of customs. § 20.

Entry for Removal from Port to Port.—Account to be sent to other Port.—Entry at Port of Arrival.—Forms of Entries.—Examination of Officers.—Certificate of Arrival. Before such goods shall be delivered to be removed, due entry of the same shall be made, and a proper bill of such entry, with duplicates thereof, be delivered to the collector or controller, containing the before-mentioned particulars, and an exact account of the quantities of the different sorts of goods, and such bill of entry, signed by the collector and controller, shall be the warrant for the removal of such goods; and an account of such goods, containing all such particulars, shall be transmitted by the proper officers of the port of removal to the proper officers of the port of destination; and upon the arrival of such goods at the port of destination, due entry of the same to be re-warehoused shall in like manner be made with the collector and controller at such port, containing all the particulars and accounts before mentioned, together with the name of the port from which such goods have been removed, and the description and situation of the warehouse in which they are to be warehoused; and the bill of such entry, signed by such collector and controller, shall be the warrant to the landing officer and the warehouse officer to admit such goods to be there re-warehoused, under such examination as is made of the like goods when first warehoused upon importation from parts beyond the seas; and the particulars to be contained in such notice and in such entries shall be written and arranged in such form and manner as the collector and controller shall require; and the officers at the port of arrival shall transmit to the officers at the port of removal an account of the goods so arrived, according as they shall upon examination prove to be, and the warehouse officers at the port of removal shall notify such arrival in their books. § 21.

How and where Bond for Removal from Port to Port may be given. The person removing such goods shall, at the time of entering the same, give bond, with one sufficient surety, for the due arrival and re-warehousing of such goods within a reasonable time, (with reference to the distance between the respective ports, to be fixed by the commissioners of customs,) which bond may be taken by the collector and controller either of the port of removal or of the port of destination, as shall best suit the residence or convenience of the persons interested in the removal of such goods; and if such bond shall have been given at the port of destination, a certificate thereof, under the hands of the collector and controller of such port, shall, at the time of entering such goods, be produced to the collector or controller of the port of removal. § 22.

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How Bond for Removal from Port to Port to be discharged. Such bond shall not be discharged unless such goods shall have been duly re-warehoused at the port of destination within the time allowed for such removal, or shall have been otherwise accounted for to the satisfaction of the said commissioners; nor until the full duties due upon any deficiency of such goods shall have been paid; nor until fresh security shall have been given in respect of such goods, in manner hereinafter provided, unless such goods shall have been lodged in some warehouse, in respect of which general security shall have been given by the proprietor or occupier thereof, or in some warehouse in respect of which no security is required. § 23.

How Goods removed may be delivered for Home Use or Export. Such goods when so re-warehoused may be entered and shipped for exportation, or entered or delivered for home use, as the like goods may be when first warehoused upon importation, and the time which such goods shall be allowed to remain re-warehoused at such port shall be reckoned from the day when the same were first entered to be warehoused. § 24.

How Goods removed from Port to Port may be delivered without being actually re-warehoused. If upon the arrival of such goods at the port of destination the parties shall be desirous forthwith to export the same, or to pay duty thereon for home use, without actually lodging the same in the warehouse for which they have been entered and examined to be re-warehoused, it shall be lawful for the officers of customs at such port, after all the formalities of entering and examining such goods for re-warehousing have been duly performed (except the actual labour of carrying and of lodging the same in the warehouse), to consider the same as virtually re-warehoused, and to permit the same to be entered and shipped for exportation, or to be entered and delivered for home use, upon payment of the duties due thereon, in like manner as if such goods had been actually so carried and lodged in such warehouse, and the account taken for the re-warehousing of such goods may serve as the account for delivering the same as if from the warehouse, either for shipment or for payment of duties, as the case may be; and all goods so exported, or for which the duties have been so paid, shall be deemed to be duly cleared from the warehouse. § 25.

How Goods may be removed from Warehouse to Warehouse in same Port. Any goods which have been warehoused in some warehouse in the port of London may, with the permission of the commissioners of customs first obtained, be removed to any other warehouse in the said port in which the like goods may be warehoused on importation; and any goods which have been warehoused in some warehouse in any other port may, with the permission of the collector and controller of such port first obtained, be removed to any other warehouse in the same port in which the like goods may be warehoused on importation, under such general regulations as the commissioners of customs shall direct. § 26.

What Conditions Parties subject to for Goods removed. All goods which shall have been removed from one warehouse for or to another, whether in the same port or in a different port, and all proprietors of such goods, shall be held subject in all respects to all the conditions to which they would have been held subject if such goods had remained in the warehouse where the same had been originally warehoused. § 27.

How new Owner may give Fresh Bond for Goods purchased. If any goods shall have been warehoused in any warehouse in respect of which general security by bond, as hereinbefore provided, shall not have been

given by the proprietor or occupier of such warehouse, and particular security, as in such case is required, shall have been given by the importer of such goods in respect of the same, and such goods shall have been sold or disposed of, so that the original bond shall be no longer interested in or have control over such goods, it shall be lawful for the proper officers to admit fresh security to be given by the bond of the new proprietor of such goods or person having the control over the same, with his sufficient surety, and to cancel the bond given by the original bond of such goods, or to exonerate him and his surety to the extent of the fresh security so given. § 28.

In what Case Bond of Remover to be in Force. If the person removing any goods from one port to another, and who shall have given bond in respect of such removal and re-warehousing, shall be and continue to be interested in such goods, after the same shall have been duly re-warehoused, and such goods shall have been so re-warehoused in some warehouse, in respect of which security is required, and the proprietor or occupier of the same shall not have given general security, the bond in respect of such removal and re-warehousing shall be conditioned and continue in force, for the re-warehousing of such goods, until fresh bond be given by some new proprietor or other person, in manner hereinbefore provided. § 29.

Sorting and re-packing Goods, Bottling off Wine or Rum, Drawing off Rum for Stores, Mixing Brandy with Wine for Exportation, Filling Casks, Samples. It shall be lawful in the warehouse to sort, separate, pack, and re-pack any goods, and to make such lawful alterations therein, or arrangements thereof, as may be necessary either for the preservation of such goods, or in order to the sale, shipment, or legal disposal of the same; provided that such goods be re-packed in the same packages in which the same goods, or some part of the whole quantity of the same parcel of goods, were imported, or in packages of entire quantity equal thereto, or in such other packages as the commissioners of customs shall permit (not being less in any case, if the goods be to be exported or to be removed to another warehouse, than may be required by law for the importation of such goods); and also in the warehouse to draw off any wine or any rum of the British plantations into reputed quart bottles or reputed pint bottles, and to pack the same in cases containing not less than three dozen such quart bottles or six dozen such pint bottles each, for the purpose only of being exported from the warehouse; and also in such warehouse to draw off any such rum into casks containing not less than twenty gallons each, for the purpose only of being disposed of as stores for ships; and also in the warehouse to draw off and mix with any such wine once, but not oftener, any brandy secured in the same warehouse, not exceeding the proportion of ten gallons of brandy to one hundred gallons of wine, for the purpose only of being exported from the warehouse; and also in such warehouse to fill up any casks of wine or spirits from any other casks of the same, respectively secured in the same warehouse, once but not oftener, for the purpose either of home use or of exportation, and once again for the purpose only of exportation; and also in the warehouse to take such moderate samples of goods as may be allowed by the commissioners of His Majesty's customs, without entry and without payment of duty, except as the same may eventually become payable, as on a deficiency of the original quantity. § 30.

Notice of Re-packing and Alterations. No alteration shall be made in any such goods or packages, nor shall any such wine, rum, brandy, or spirits, be bottled, drawn off, mixed, or filled up, nor shall any such samples be taken except after such notices given by the respective importers or proprietors,

prietors, at such times, and in such manner, and under such regulations and restrictions, as the commissioners of customs shall from time to time require and direct. § 31.

How, after re-packing, Damaged Parts to be dealt with.—Surplus Quantity.—How Quantities in new Packages to be marked, and Deficiency to be apportioned.—Abandonment of Goods for Duty. After such goods have been so repacked in proper packages, it shall be lawful for the commissioners of customs, at the request of the importer or proprietor of such goods, to cause or permit any such refuse, damaged, or surplus goods not contained in any of such packages, to be destroyed; and if the goods be such as may be delivered for home use, the duties shall be immediately paid upon any part of such surplus as may remain, and the same shall be delivered for home use accordingly; and if they be such as may not be so delivered, such surplus as may so remain shall be disposed of for the purpose of exportation in such manner as the commissioners of customs shall direct; and thereupon the quantity contained in each of such proper packages shall be ascertained and marked upon the same, and the deficiency shall be ascertained by a comparison of the total quantity in such proper packages with the total quantity first warehoused, and the proportion which such deficiency may bear to the quantity in each package shall also be marked on the same, and added to such quantity, and the total shall be deemed to be the imported contents of such package, and be held subject to the full duties of importation, except as otherwise in any case provided by this act: provided, that it shall be lawful for the commissioners of customs to accept the abandonment, for the duties, of any quantity of tobacco or coffee, and also of any whole packages of other goods, and to cause or permit the same to be destroyed, and to deduct such quantity of tobacco or coffee, or the contents of such whole packages, from the total quantity of the same importation, in computing the amount of the deficiency of such total quantity. § 32.

What Casks, &c. to be used for repacking. No foreign casks, bottles, corks, packages, or materials whatever, except any in which some goods have been imported and warehoused, shall be used in the repacking of any goods in the warehouse, unless the full duties shall have been first paid thereon. § 33.

Taking Goods out of Warehouse to be cleaned. If any stuffs, or fabric of silk, linen, cotton, wool, or mixture of them, or any of them, with any other material which may not be taken out of the warehouse for home use, shall have been warehoused for exportation, it shall be lawful for the commissioners of customs to permit such goods to be taken out to be cleaned, refreshed, dyed, stained, or calendered, under security by bond, to their satisfaction, that such goods shall be returned to such warehouse within the time which they shall appoint. § 34.

How Goods in Bulk to be delivered. No parcels of goods so warehoused which were imported in bulk shall be delivered, except in the whole quantity of each parcel, or in a quantity not less than one ton weight, unless by special leave of the proper officers of customs. § 35.

How Packages to be marked before Delivery. No goods so warehoused shall be delivered, unless the same or the packages containing the same shall have been marked in such distinguishing manner as the commissioners of customs shall deem necessary and practicable, and shall from time to time direct. § 36.

How Decrease and Increase may be ascertained. It shall be lawful for the commissioners of the treasury to make regulations for ascertaining the amount of the decrease or increase of the quantity of any particular sorts of goods, and to direct in what proportion any abatement of duty payable under this act for deficiencies shall, upon the exportation of any such goods, be made, on account of any such decrease: provided, that if such goods be lodged in warehouses declared in the order of appointment to be of special security, no duty shall be charged for any amount whatever of deficiency of any such goods on the exportation thereof, except in cases where suspicion shall arise that part of such goods has been clandestinely conveyed away, nor shall any such goods (unless they be wine or spirits) be measured, counted, weighed, or gauged for exportation, except in such cases of suspicion. § 37.

Allowances on Wine, Spirits, Coffee, &c. For any wine, spirits, coffee, cocoa nuts, or pepper lodged in warehouses, not being declared to be of special security, the following allowances for natural waste in proportion to the time during which any such goods shall have remained in the warehouse shall be made upon the exportation thereof, according as such allowances are hereinafter respectively set forth; viz.

Wine, upon every cask; viz.

—— for any time not exceeding one year, one gallon.

—— exceeding one year, and not exceeding two years, two gallons.

—— exceeding two years, three gallons.

Spirits, upon every hundred gallons hydrometer proof, viz.

—— for any time not exceeding six months, one gallon.

—— exceeding six months, and not exceeding twelve months, two gallons.

—— exceeding twelve months, and not exceeding eighteen months, three gallons.

—— exceeding eighteen months, and not exceeding two years, four gallons.

—— exceeding two years, five gallons.

Coffee, cocoa nuts, pepper, for every 100lb. and so in proportion for any less quantity, 2lb. § 38.

Embezzlement and Waste. In case it shall at any time happen that any embezzlement, waste, spoil, or destruction shall be made of or in any goods which shall be warehoused in warehouses under the authority of this act, by or through any wilful misconduct of any officer of customs or excise, such officer shall be deemed guilty of a misdemeanor, and shall upon conviction suffer such punishment as may be inflicted by law in cases of misdemeanor; and if such officer be so prosecuted to conviction by the importer, consignee, or proprietor of the goods, no duty of customs or excise shall be payable for such goods, and no forfeiture or seizure shall take place of any goods so warehoused in respect of any deficiency caused by such embezzlement, &c. and the damage occasioned by such embezzlement, &c. shall be repaid and made good to such importer, consignee, or proprietor, by the commissioners of customs or excise, under such regulations as shall be for that purpose made and given by the commissioners of the treasury. § 39.

Bond for due Shipping and Exporting. Upon the entry outwards of any goods to be exported from the warehouse to parts beyond the seas, and before

before cocket be granted, the person in whose name the same be entered shall give security by bond in double value of such goods, with one sufficient surety that such goods shall be duly shipped and exported, and shall be landed at the place for which they be entered outwards, or otherwise accounted for to the satisfaction of the commissioners of customs. § 40.

Isle of Man. No goods shall be exported from the warehouse to the Isle of Man, except such goods as may be imported into the said island with licence of the commissioners of customs, and in virtue of any such licence first obtained. (a) § 41.

Quantity of Tobacco to be Exported to Guernsey, &c. No tobacco shall be exported from the warehouse to the islands of Guernsey, Jersey, Alderney, or Sark, without the licence of the commissioners of His Majesty's customs, nor in greater quantities in any one year to the said islands respectively than the quantities hereinafter mentioned; viz.

To Jersey, forty thousand pounds weight; (b)

To Guernsey, thirty-five thousand pounds weight;

To Alderney, five thousand pounds weight;

To Sark, one thousand pounds weight.

Licences. And the said commissioners are hereby authorized and required, upon application made to them in writing, to grant their licences from time to time under their hands (to be in force thirty days from the respective dates thereof, and no longer), to any of His Majesty's subjects, to export any of such several quantities of tobacco to any of such islands respectively. § 42.

How Goods to be removed from Warehouse for Shipment. All goods taken from the warehouse for removal or for exportation, shall be removed or shall be carried to be shipped under the care or with the authority or permission of the proper officer of customs, and in such manner, and by such persons, and within such spaces of time, and by such roads or ways as the proper officer of the customs shall authorize, permit, or direct; and all such goods not so removed or carried shall be forfeited. § 43.

Size of Ship for Export. It shall not be lawful for any person to export any goods so warehoused, nor to enter for exportation to parts beyond the seas any goods so warehoused, in any ship which shall not be of the burthen of seventy tons or upwards. § 44.

Goods in Dock liable to Claims for Freight. All goods which shall be landed in docks, and lodged in the custody of the proprietors of the docks, under the provisions of this act, not being goods seized as forfeited to His Majesty, shall, when so landed, continue liable to the same claim for freight in favour of the master and owners of the respective ships, or of any other person interested in the freight of the same, from which such goods shall be so landed, as such goods respectively were subject to whilst the same were on board such ships, and before the landing thereof; and the directors and proprietors of any such docks at which any such goods may be landed and lodged, or their servants or agents, are hereby authorized and required, upon due notice in that behalf given to them by such master or owners, or other persons as aforesaid, to keep such goods in the warehouses belonging to the docks, until the respective freights to which the same shall be subject, shall be duly paid or

(a) As to Coffee, see ISLE OF MAN in PART 6.

(b) See next page.

satisfied, together with the rates and charges to which the same shall have been subject, or until a deposit shall have been made by the owners or consignees of such goods, equal in amount to the claim or demands made by the master or owners of the respective ships, or other persons as aforesaid, for freight upon such goods; which deposit the directors or proprietors of such docks, or their agents respectively, are hereby authorized and directed to receive and hold in trust, until the claim or demand for freight upon such goods shall have been satisfied; upon proof of which and demand made by the persons, their executors, administrators, or assigns, by whom the deposit shall have been made, and the rates and charges due upon the goods being first paid, the deposit shall be returned to them by the directors or proprietors, or their agents on their behalf, with whom the said deposit shall have been made. § 45.

Repeal, &c. So much of the above act as extends to prevent the exportation of tobacco from the warehouse to the islands of Guernsey, Jersey, Alderney, or Sark, without the licence of the commissioners of customs, or to limit the quantity of tobacco which may be so exported to those islands, is *repealed*. 7 Geo 4. c. 48. § 88.

Including in the same Bond Goods belonging to more Persons than one. If any agent or other person who shall be required by any act of parliament, or by the direction of the commissioners of customs or excise, or any of their officers, to enter into any bond for any duties of customs or excise, or for preventing frauds or evasions thereof, or for any thing relating thereto, shall include in one and the same bond any goods or things *bonâ fide* belonging to more persons than one, not being copartners, or joint tenants, or tenants in common, every such agent or other person shall, for every such offence, forfeit £50. 6 Geo. 4. c. 41. § 4.

How Copper Ore may be taken out of Warehouse to be Smelted. It shall be lawful for the importer or proprietor of any copper ore warehoused to give notice to the proper officers of customs of his intention to take such ore out of warehouse to be smelted, stating in such notice the quantity of copper computed to be contained in such ore, and delivering to such officers sufficient samples or specimens for ascertaining by proper assays, at the expense of the proprietor, such quantity of copper, and giving sufficient security by bond for returning such quantity of copper, into the warehouse; and if such officers be satisfied of the fairness of the samples or specimens of such ore, and of the assays made of the same, and of the security given, they shall deliver such ore for the purpose of being smelted as aforesaid: provided always, that if any copper ore intended to be so smelted be imported into any port where such ore or where copper cannot be warehoused, the same may be entered as being to be warehoused at the port at which the copper after smelting is to be warehoused, and such ore shall thereupon be taken account of and delivered for the purposes aforesaid, in like manner as if the same had been warehoused: provided also, that all copper so produced by smelting shall be deemed to be copper imported, and shall be warehoused as such. 7 & 8 Geo. 4. c. 56. § 23.

Beef and Pork Exported. Upon the entry outwards of any salted beef or salted pork to be exported from the warehouse to parts beyond the seas, and before cocket be granted, the person in whose name the same be entered shall give security by bond in treble the value of the goods, with two sufficient sureties, of whom the master of the exporting ship shall be one, that such beef or pork shall be duly shipped and exported, and that no
part

part thereof shall be consumed on board such ship, and that the same shall be landed at the place for which it be entered outwards; and that a certificate of such landing shall be produced within a reasonable time, according to the voyage, to be fixed by the commissioners of customs, and mentioned in the bond, such certificate to be signed by the officers of customs or other British officer, if the goods be landed at a place in the British dominions, or by the British consul, if the goods be landed at a place not in the British dominions, or that such goods shall be otherwise accounted for to the satisfaction of the said commissioners; and such master shall make oath that such beef or pork is to be laden on board such ship as merchandize to be carried to and landed at parts beyond the seas, and not as stores for the said ship; and if such ship shall not have on board at the time of clearance outwards a reasonable supply or stock of beef or pork according to the intended voyage borne upon the victualling bill, the master of such ship shall forfeit £100. § 24.

SMUGGLING.

HOUSE OF COMMONS, *Friday, June, 10, 1825.*

Mr. Herries said, there were some points connected with this bill which he deemed it necessary to state to the committee. The first related to foreign smuggling. Formerly vessels belonging in the whole or in part to His Majesty's subjects, or whereof half the persons on board were subjects of this realm, were, if suspected of being employed on a smuggling expedition, liable to be seized if found within eight leagues of the coast between North Foreland, in Kent, and Beachey-head, in Sussex. It was now provided, that four leagues should be substituted for eight. Under the act of 9 Geo. 1. persons skulking, under suspicious circumstances, within five miles of the shore, were liable to be taken into custody. It was now provided, that if it appeared to the magistrate, that a person taken into custody on the alledged ground of skulking near the shore for the purpose of assisting in smuggling, had been arrested vexatiously and unnecessarily, that the officer so conducting himself should also be liable to a penalty.

On reading the clause relative to the capture of vessels within four leagues of the coast between the North Foreland and Beachy-head, Dr. Lushington observed, that if this country assumed such a right of search on her shores, other states would insist on a similar right with respect to theirs, and much trouble and inconvenience would probably arise. This had been the case very recently with Sweden. He knew not how Great Britain could refuse to other nations this right of search, while such a law remained on her statute-book. That law could at any time be cited as a precedent by foreign states, if the same liberty which this country claimed for herself were refused to others.

The Attorney-General said, if a fair suspicion existed that a vessel came to our shores for smuggling purposes, they must, in their own defence, act upon the principle laid down in this clause. That principle was pursued by France at this moment, both in Europe and the West Indies. If a vessel were seen lying off the shore, without any apparent pretext for remaining in that position, if she were found to contain spirits and other contraband goods, slung in a particular way, would his learned friend say that circumstances of this kind would not justify a seizure? After that seizure came the consideration, whether the evidence on which it was made was or was not sufficient to warrant farther proceedings? On this point the clause was most explicit. The circumstance of the vessel not proceeding on her voyage, wind and weather permitting, of her crew consisting to the extent of one half of British subjects, and of her having spirits made up in a particular way, these were considered as circumstances sufficient, when properly proved, to justify the capture. A similar clause had been in operation for 40 or 50 years, and no objection had ever been offered against it.

Dr. Lushington said, if this were part of the general law of nations, he would at once agree to it. But what they now claimed for themselves, other nations would also insist on. If Great Britain assumed the right to seize vessels under particular circumstances, twelve miles from her shores, every other maritime state would assert the same authority.

Commencement. From and after the 5th January, 1826, this act, and

all the provisions therein contained, shall have effect and come into and be and continue in full force and operation, for the prevention of smuggling, and shall extend to any law in force, or hereafter to be made, relating to the revenue or management of the customs. 6 Geo. 4. c. 108. § 1.

Vessels within certain Distances on coasts with Contraband Goods not proceeding on Voyage. If any vessel or boat belonging in the whole or in part to His Majesty's subjects, or whereof one half of the persons on board or discovered to have been on board the vessel or boat be subjects of His Majesty, be found within *four leagues* of the coast of that part of the United Kingdom which is between the North Foreland on the coast of Kent and Beachy Head on the coast of Sussex, or within *eight leagues* of the coast of any other part of the United Kingdom, or shall be discovered to have been within the said distances, not proceeding on her voyage, wind and weather permitting, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner any goods whatsoever liable to forfeiture by this or any other act relating to the revenue of customs upon being imported into the United Kingdom, then not only all such goods, together with their packages, and all goods contained therein, but also the vessel or boat, together with all her guns, furniture, ammunition, tackle, and apparel, shall be forfeited: provided, that such distance of eight leagues shall be measured in any direction between the southward and eastward of Beachy Head; and the provisions of this act shall extend to such distance of eight leagues in every direction from Beachy Head, although any part of such limits may exceed the distance of four leagues from any part of the coast of Great Britain to the eastward of Beachy Head aforesaid. § 2.

British Vessels within 100 Leagues of Coast, with Spirits, Tobacco, or Snuff in illegal Packages, or with Implements for Smuggling. (a) If any vessel or boat, not being square-rigged, belonging in the whole or in part

(a) By 7 Geo. 4. c. 48. § 16. if any vessel or boat whatever arrive or be found or discovered to have been within any port, harbour, river, or creek of the United Kingdom, not being driven therein by stress of weather or other unavoidable accident, having on board, or in any manner attached or affixed thereto, or having had on board, or in any manner attached or affixed thereto, or conveying or having conveyed in any manner, within any such port, harbour, river, or creek, any brandy or other spirits, except rum, in any package of less size or content than forty gallons, except only for the use of the seamen then belonging to and on board such vessel or boat, not exceeding two gallons for each seaman, or any tobacco or snuff in any cask or package in which such tobacco or snuff could not be legally imported into the United Kingdom in such vessel (except loose tobacco for the use of the seamen, not exceeding five pounds weight for each seaman), every such vessel or boat, together with such spirits or tobacco shall be forfeited; and every person found or discovered to have been on board such vessel or boat, at the time of her becoming so liable to forfeiture, and knowing such spirits or tobacco to be or to have been on board, or attached to such vessel or boat, shall forfeit £100, and shall be liable to detention and prosecution, and to be dealt with in the manner directed by the above act, in cases of persons found or discovered to have been on board vessels liable to forfeiture under that act; provided always, that if it be made appear by proof on oath, to the satisfaction of the commissioners of customs, that the said spirits or tobacco were on board without the knowledge or privity of the owner or master of such vessel or boat, and without any wilful neglect or want of reasonable care on their or either of their behalfs, that then the vessel or boat shall not be liable to forfeiture, although the persons concerned in placing the spirits or tobacco on board, or knowing thereof, shall be liable to detention and prosecution as aforesaid.

to His Majesty's subjects, or whereof one-half of the persons on board or discovered to have been on board the vessel or boat be subjects of His Majesty, be found in any part of the British or Irish Channels, or elsewhere on the high seas, within *one hundred leagues* of any part of the coasts of the United Kingdom, or be discovered to have been within the said limits or distances, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner, any brandy or other spirits in any cask or package of less size or content than 40 gallons (excepting only for the use of the seamen then belonging to and on board such vessel or boat, not exceeding two gallons for each seaman), or any tea exceeding 6 lb. in the whole, or any tobacco or snuff in any cask or package whatever, containing less than 450 lb. or packed separately in any manner within any such cask or package (except loose tobacco for the use of the seamen, not exceeding 5 lb. for each seaman), or any cordage or other article adapted and prepared for slinging small casks, or any casks or other vessels whatsoever capable of containing liquids, of less size or content than 40 gallons, of the sort or description used or intended to be used or fit or adapted for the smuggling of spirits, or any materials for the forming, making, or constructing such casks or vessels, or any syphon, tube, hose, or implements whatsoever, for the broaching or drawing any fluid, or any articles or implements or materials adapted for the repacking tobacco or snuff (unless the cordage or other articles as aforesaid are really necessary for the use of the vessel or boat, or are a part of the cargo of the vessel or boat, and included in the regular official documents of the vessel or boat), in such case the spirits, tea, tobacco, or snuff, together with the casks or packages containing the same, and the cordage or other articles, and also the vessel or boat, with all her guns, furniture, ammunition, tackle, and apparel therein, shall be forfeited. § 3.

Foreign Vessels having been within certain Distances of Coast, having on board Spirits, Tea, or Tobacco in Illegal Packages. If any foreign vessel or boat (not being square-rigged), in which there shall be one or more subjects of His Majesty, be found within four leagues of that part of the United Kingdom which is between the North Foreland on the coast of Kent and Beachy Head on the coast of Sussex, or within eight leagues of any other part of the coast of the United Kingdom, to be measured as aforesaid, or shall be discovered to have been within the said distances, not proceeding on her voyage, wind and weather permitting, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner, any brandy or other spirits, in any cask or package of less size or content than 40 gallons (except only for the use of the seamen belonging to and on board such vessel, not exceeding two gallons for each seaman), or any tea, exceeding 6 lb. in the whole, or any tobacco or snuff in any cask or package whatsoever, containing less than 450 lb. or packed separately in any manner within such cask or package (except loose tobacco for the use of the seamen, not exceeding 5 lb. for each seaman on board such vessel,) then such vessel or boat, with all her guns, furniture, ammunition, tackle, and apparel, shall be forfeited. § 4.

Foreign Vessels at Anchor, or hovering within One League of Coast
, having

having on board contraband Goods. If any foreign vessel (a) whatsoever be found within *one league* of the coast of the United Kingdom, not proceeding on her voyage, wind and weather permitting, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner, within such distance, any goods whatsoever, liable to forfeiture by this or any other act relating to the revenue of customs, upon being imported into the United Kingdom, in such case the vessel, together with her guns, furniture, ammunition, tackle, and apparel, and all such goods laden therein, shall be forfeited. § 5.

Throwing Goods overboard during Chase. When any vessel or boat belonging in the whole or in part to His Majesty's subjects, or whereof one half of the persons on board are subjects of His Majesty, shall be found within four or eight leagues of the coast of the United Kingdom, as aforesaid, or be found as aforesaid in the British or Irish channels, or elsewhere within 100 leagues of the coast of this kingdom, and chase shall be given, or signal made by any vessel in His Majesty's service or in the service of the revenue, hoisting the proper pendant and ensign as herein-after mentioned, in order to bring such vessel or boat to, if any person on board such vessel or boat shall, during the chase, or before such vessel or boat shall bring to, throw overboard the cargo or any part of the same (unless through unavoidable necessity or for the preservation of such vessel or boat, the vessel or boat having a legal cargo on board), or shall stave or destroy any part of the cargo to prevent seizure thereof, in such case the vessel or boat, with all her guns, furniture, ammunition, tackle, and apparel, shall be forfeited. (b) § 6.

Vessels from certain parts of Europe found at Anchor, or hovering, with Spirits, Tea, or Tobacco on board. If any vessel, not being square-rigged, nor a galliot of not less than 50 tons burthen) or any boat coming from Brest on the coast of France, or from any place between Brest on the coast of France and Cape Finisterre on the coast of Spain including all islands on the coast of France and Spain between those places, or coming from any place between the Helder Point on the coast of Holland and North Bergen on the coast of Norway, or from any place as far up the Cattagat as Gottenburgh, including all the islands on the coasts between those places, shall arrive in any of the ports of the United Kingdom, or shall be found at anchor or hovering within the limits of any of the ports thereof, and not proceeding on her voyage, wind and weather permitting, having on board, for the use of the seamen then belonging to and on board such vessel or boat, any spirits exceeding one half gallon for each seaman, or having on board any tea, exceeding 4 lb. in the whole, or having on board any tobacco (excepting loose tobacco,

(a) By 7 Geo. 4. c. 48. § 15. the like forfeiture shall, in similar cases, attach equally to any foreign boat, as fully and effectually as if in the said act such forfeiture had been made to attach to any foreign vessel or boat.

(b) *Quitting Vessels during Chase.* Whereas it frequently happens, that during chase, and previously to such vessels being taken possession of, certain persons, who are believed to be British subjects, but of which there is no legal proof, quit such vessels, leaving only foreigners on board, by which the law is evaded, and the vessels and cargoes escape confiscation, although the cargoes may be evidently intended to be smuggled into the United Kingdom;" it is therefore enacted, that in all such cases where any person shall escape from any such vessel or boat before possession is taken of it, every such person so escaping shall be deemed to be a subject of His Majesty, within the meaning of the above act, unless it be proved to the contrary. 7 and 8 Geo. 4. c. 56. § 9.

not exceeding 2lb. for each seaman), then not only all such goods, but also the vessel or boat, with all her materials, shall be forfeited. § 7.

Vessels from certain other Parts of Europe at Anchor or hovering with Spirits, Tea, or Tobacco on board. If any vessel (not being square-rigged, nor a galliott of not less than 50 tons burthen) or any boat coming from any place between Brest on the coast of France and the Helder Point on the coast of Holland, including the Texel Isle, and all places on the Zuyder Zee, and all islands on the coasts of France, the Netherlands, and Holland, between Brest and the Texel, shall arrive in any of the ports of the United Kingdom, or be found at anchor or hovering within the limits of any of the ports thereof, and not proceeding on her voyage, wind and weather permitting, having on board, for the use of the seamen then belonging to and on board such vessel or boat, any spirits exceeding one half gallon for each seaman, or having on board any tea exceeding 2lb. in the whole, or having on board any tobacco, except loose tobacco, not exceeding 1lb. for each seaman, then not only all such goods, but also the vessel or boat, with all her materials, shall be forfeited. § 8.

Vessels within certain Distances of Guernsey, &c. having on board Contraband Goods. If any vessel or boat, whether British or foreign, be found or discovered to have been within one league of the islands of Guernsey, Jersey, Alderney, Sark, or Man, not proceeding on her voyage, wind and weather permitting, or within any bay, harbour, river, or creek belonging to any one of the said islands, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner within the said last-mentioned distances or places, any goods which, by this or any other act relating to the revenue of customs, are liable to forfeiture, upon being imported into, exported from, or carried coastwise in the said islands respectively, then the vessel or boat, with all her guns, furniture, ammunition, tackle, and apparel, and all such goods as aforesaid with their packages, and any other goods which may be contained therein, shall be forfeited. § 9.

Vessels sailing from Guernsey, &c. with improper Number of Men, or taking on board Implements for Smuggling. If any vessel or boat, belonging wholly or in part to His Majesty's subjects, or whereof half the persons on board are subjects of His Majesty, shall sail from Guernsey, Jersey, Alderney, Sark, or Man, navigated by a greater number of persons than is allowed by this act (as hereinafter mentioned), in a vessel or boat of like size and description; or if any vessel or boat shall sail from any of the said islands, having on board, or which shall take or have taken on board during the voyage, any small cordage adapted for slinging small casks, or any more ankers, half ankers, or other small casks, or any tin or other cases, or bladders of less content than forty gallons, and capable of containing fluids, of the sort used for smuggling spirits, than shall be necessary for the use of such vessel, or any materials for making any such small casks, cases, boxes, or bladders, or any syphon, tube, hose, or implements for broaching or drawing off any fluid, more than is usual and necessary for the fair and ordinary purposes of the voyage, or any articles, implements, or materials adapted for repacking tobacco or snuff on board, during the voyage, such ship, vessel, or boat, with her guns, furniture, ammunition, tackle, and apparel, shall be forfeited, together with all such articles as aforesaid. § 10.

Vessels from Guernsey, &c. without a Clearance. No vessel or boat, belonging

belonging wholly or in part to His Majesty's subjects, shall sail from Guernsey, Jersey, Alderney, Sark, or Man, without a clearance, whether in ballast or having a cargo, and if with a cargo the master shall give bond to His Majesty, in double the value of the vessel or boat and of the cargo, for duly landing the same at the port for which the vessel clears; and every such vessel or boat not having such clearance, or which having a clearance for a cargo shall be found light, or with any part of the cargo discharged before delivery thereof at the port specified in the clearance (unless through necessity or for preservation of the vessel or boat, to be proved to the satisfaction of the commissioners of customs), shall be forfeited. § 11.

Vessels from Guernsey, &c. having on board Spirits, Tobacco, Snuff, Tea, or Wine, breaking Bulk, or unlading Cargo. If after the departure from Guernsey, Jersey, Alderney, or Sark respectively, of any vessel or boat belonging wholly or in part to His Majesty's subjects, or whereof half the persons on board are His Majesty's subjects, having on board any spirits, tobacco, snuff, tea, or wine, bulk be broken, or any of the cargo unladen or unshipped, or any alteration be made in the form, size, description, or number of the packages shipped, or in the quantity, quality, or mode of package of the goods therein, at any time in the prosecution of the voyage towards the United Kingdom or any other place for which the vessel or boat shall have cleared out, such vessel or boat, with her tackle and furniture, shall be forfeited; but no forfeiture shall be incurred for breaking bulk or unlading the cargo, or any part of it, through unavoidable necessity and distress, nor for any alteration in the cargo, if occasioned by necessity or accident, or made for the preservation and safety of the vessel or boat, such necessity or accident to be proved to the satisfaction of the commissioners of customs. § 12.

Vessels found within Limits of Port with a Cargo, and afterwards found light and unaccounted for. If any vessel or boat whatever be found within the limits of any port of the United Kingdom with a cargo on board, and such vessel shall afterwards be found light or in ballast, and the master is unable to give a due account of the place within the United Kingdom where such vessel shall have legally discharged her cargo, such vessel or boat, with her guns, furniture, ammunition, tackle, and apparel, shall be forfeited. § 13.

How Vessels not bringing to during Chace may be fired at.—Indemnity to Officers. In case any vessel or boat, liable to seizure or examination under any act or law for the prevention of smuggling, shall not bring to on being required so to do, on being chased by any vessel in His Majesty's navy, having the proper pendant ensign of His Majesty's ships hoisted, or by any vessel employed for the prevention of smuggling under the authority of the lords commissioners of the admiralty, or the commissioners of customs, having a pendant and ensign hoisted, of such description as His Majesty, by any order in council, or by his royal proclamation under the great seal of the United Kingdom, shall have directed, or shall from time to time in that behalf direct, it shall be lawful for the captain, master, or other person having the command of such vessel in His Majesty's navy, or employed as aforesaid (first causing a gun to be fired as a signal), to fire at or into such vessel or boat; and such captain, &c. is hereby indemnified and discharged from any indictment, penalty, or action for damages for so doing; and in case any person be wounded, maimed, or killed by any such firing, and the captain, &c. be sued, molested, or prosecuted, or be brought before any

of His Majesty's justices of the peace or other justices, or persons having competent authority, for such firing, wounding, maiming, or killing, every such justice, or person, is hereby authorized and required, to admit every such captain, &c. to bail. § 14.

Hoisting Flags in Imitation of those used in His Majesty's Navy. If any person shall, from 5th July 1825, wear, carry, or hoist in or on board any ship or boat whatever belonging to any of His Majesty's subjects, whether the same be merchant or otherwise, without particular warrant for so doing from His Majesty or his high admiral of Great Britain, or the commissioners for executing the office of high admiral of Great Britain, His Majesty's jack commonly called the *Union Jack*, or any pendant, ensign, or colours usually worn by His Majesty's ships, or any flag, jack, pendant, ensign, or colours, resembling those of His Majesty, or those used on board His Majesty's ships, or any other ensign or colours than the ensign or colours by any proclamation of His Majesty now in force or hereafter to be issued prescribed to be worn, (a) in every such case the master or the owners being on board the same, and every other person so offending, shall forfeit £50, which shall and may be recovered with costs of suit, and it shall be lawful for any officer of His Majesty's navy, customs, or excise, to enter on board any such ship or boat, and to seize and take away any such prohibited flag, jack, pendant, ensign, or colours, and the same shall thereupon become forfeited to His Majesty's use. § 15.

Vessels and Boats used in Removal of Goods. All vessels and boats made use of in the removal, carriage, or conveyance of any goods liable to forfeiture under this or any other act relating to the revenue of customs, shall be forfeited. § 16.

Uncustomed, Prohibited, or Warehoused Goods removed illegally. If any goods liable to the payment of duties be unshipped from any vessel or boat (customs and other duties not being first paid or secured), or if any prohibited goods whatsoever be imported into any part of the United Kingdom; or if any goods whatsoever, which shall have been imported, warehoused, or otherwise secured in the United Kingdom, either for home consumption or exportation, be clandestinely or illegally removed from or out of any warehouse or place of security; then all such goods shall be forfeited, together with all horses and other animals, and all carriages and other things made use of in the removal of such goods. § 32.

Prohibited Goods shipped or brought to Quay. If any goods which are or may be prohibited to be exported, be put on board any vessel or boat with intent to be laden or shipped for exportation, or shall be brought to any quay, wharf, or other place in the United Kingdom, in order to be put on board any vessel or boat, for the purpose of being exported; or if any goods which are prohibited to be exported, be found in any package produced to the officers of the customs, as containing goods not

(a) By order in council, dated the 1st February 1817, all vessels employed in the prevention of smuggling, shall be allowed to wear a pendant with a red field, having a regal crown described thereon, at the upper part next the mast; and for an ensign a red jack, with a union jack in a canton at the upper corner thereof, next the staff, and with a regal crown described in the centre of the red jack.

By admiralty warrant, dated July 7, 1823, their lordships authorise all His Majesty's subjects to hoist and use on and after this date, on board their vessels, for signals, as well for a pilot or otherwise, the signal jack, with an entire white border, such border being one fifth of the breadth of the jack itself, exclusive of the border.

so prohibited, then not only all such prohibited goods, but also all other goods packed therewith, shall be forfeited. § 33.

By whom Seizures may be made. All vessels and boats, and all goods whatsoever liable to forfeiture, under this or any other act relating to the revenue of customs, shall and may be seized in any place either upon land or water, by any officer of His Majesty's army, navy, or marines, duly authorised and on full pay, or officer of customs or excise, or any person having authority to seize from the commissioners of customs or excise; and all vessels, boats, and goods so seized shall, as soon as conveniently may be, be delivered into the care of the proper officer appointed to receive the same. § 34.

How Officers may go on board Vessels, and search for Goods. It shall be lawful for any officer of the army, navy, or marines, duly authorised and on full pay, or for any officer of customs, producing his warrant or deputation (if required) to go on board any vessel which shall be within the limits of any of the ports of this kingdom, and to rummage and to search the cabin and all other parts of such vessel for prohibited and uncustomed goods, and to remain on board such vessel during the whole time that the same shall continue within the limits of such port; and also to search any person either on board, or who shall have landed from any vessel; provided such officer shall have good reason to suppose that such person hath any uncustomed or prohibited goods secreted about his person; and if any person obstruct, oppose, or molest any such officer in going or remaining on board, or in entering or searching such vessel or person, every such person shall forfeit £100. § 36.

Searching Persons.—Female Searcher. Before any person shall be searched by any such officer as aforesaid, it shall be lawful for such person to require such officer to take him or her before any justice of the peace, or before the collector, controller, or other superior officer of customs, who shall determine whether there is reasonable ground to suppose that such person has any uncustomed or prohibited goods about his or her person; and if it appear to such justice, or superior officer of customs, that there is reasonable ground to suppose that such person has any uncustomed or prohibited goods about his or her person, then such justice or officer shall direct such person to be searched in such manner as he shall think fit; but if it appear to such justice or officer that there is not reasonable ground to suppose that such person has any uncustomed or prohibited goods about his or her person, then such justice or officer shall forthwith discharge such person, who shall not in such case be liable to be searched; and every such officer is hereby authorised and required to take such person, upon demand, before any such justice or officer, detaining him or her in the meantime: provided, that no person, being a female, so directed to be searched, shall be searched by any other person than a female, duly authorised for that purpose by the commissioners of customs. § 37.

Officer not taking suspected Persons before Magistrate. If any such officer shall not take such person with reasonable dispatch before such justice, or superior officer of customs, when so required, or shall require any person to be searched by him, not having reasonable ground to suppose that such person has any uncustomed or prohibited goods about his or her person, that such officer shall forfeit and pay the sum of £10. § 38.

Passengers having Goods in Possession. If any passenger or other person on board any vessel or boat shall, upon being questioned by any officer of customs, whether he has any foreign goods upon his person, or
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in his possession, deny the same, and any such goods shall, after such denial, be discovered upon his person, or in his possession, such goods shall be forfeited, and such person shall forfeit treble the value of such goods. § 39.

How Officers with Writs of Assistance may enter Houses to search.—Jurisdiction. It shall be lawful for any officer of customs, or person acting under the direction of the commissioners of customs, authorised by writ of assistance under the seal of His Majesty's court of exchequer, to take a constable, headborough, or other public officer inhabiting near the place, and in the day-time to enter into any house, shop, cellar, warehouse, room, or other place, and in case of resistance to break open doors, chests, trunks, and other packages, there to seize and thence to bring any uncustomed or prohibited goods, and to put and secure the same in the customhouse warehouse in the port next to the place whence such goods shall be so taken: provided, that for the purposes of this act, any such constable, headborough, or other public officer duly sworn as such, may act as well without the limits of any parish, ville, or other place for which he shall be so sworn, as within such limits. § 40.

How long Writs of Assistance in force. All writs of assistance so issued from the court of exchequer, shall continue in force during the whole of the reign in which such writs shall have been granted, and for six months from the conclusion of such reign. § 41.

Police Officers seizing Goods when to carry them to Custom house. If any goods liable to forfeiture under this or any other act relating to the revenue of customs, be stopped or taken by any police officer, or other person acting by virtue of any act of parliament, or otherwise duly authorised, such goods shall be carried to the custom house warehouse next to the place where the goods were stopped or taken, and there delivered to the proper officer appointed to receive the same, within 48 hours after the said goods were stopped and taken. § 42.

How Goods stopped by Police Officers may be retained until Trial. If any such goods be stopped or taken by such police-officer, on suspicion that the same have been feloniously stolen, it shall be lawful for the said officer to carry the same to the police-office to which the offender is taken, there to remain in order to be produced at the trial of the offender; and in such case the officer is required to give notice in writing to the commissioners of customs, of his having so detained the goods, with the particulars of the same, and immediately after the trial, all such goods are to be conveyed and deposited in the customhouse warehouse as aforesaid, to be proceeded against according to law; and in case any police-officer making detention of any such goods, neglect to convey the same to such warehouse, or to give the notice of having stopped the same as before described, such officer shall forfeit £20. § 43.

Unshipping or Harboursing Prohibited or Uncustomed Goods. Every person not arrested and detained as hereinafter mentioned, who shall, either in the United Kingdom or the Isle of Man, assist or be otherwise concerned in the unshipping of any goods which are prohibited, or the duties for which have not been paid or secured, or who shall knowingly harbour, keep, or conceal, or shall knowingly permit or suffer to be harboured, kept, or concealed, any goods which have been illegally unshipped without payment of duties, or which have been illegally removed without payment of the same, from any warehouse or place of security in which they may have been originally deposited, or shall knowingly harbour, keep, or conceal, or permit or suffer to be harboured, kept, or concealed,

cealed, any goods prohibited to be imported, or to be used or consumed in the United Kingdom, or in the Isle of Man : and every person, either in the United Kingdom, or the Isle of Man, to whose hands and possession any such uncustomed or prohibited goods shall knowingly come, shall forfeit either the treble value thereof, or the penalty of £100, at the election of the commissioners of His Majesty's customs. § 45.

Unshipping Drawback or Bounty Goods. If any goods, upon which there is a drawback or bounty, be shipped to be exported into parts beyond the seas, and afterwards be unshipped with intention to be relanded in the United Kingdom (unless in case of distress, to save the goods from perishing), then the goods shall be forfeited, and the master of the vessel from which they shall be unshipped, and every person concerned in the unshipping, and the person to whose hands the same shall knowingly come, or who shall knowingly harbour, keep, or conceal, or suffer to be harboured, kept or concealed such goods, shall for every such offence forfeit the treble value of the goods, or £100, at the election of the commissioners of customs. § 46.

Insuring Smuggled Goods. Every person who, by way of insurance or otherwise, shall undertake or agree to deliver any goods to be imported from beyond the seas, at any place in the United Kingdom, without paying the duties due on such importation, or any prohibited goods, or in pursuance of such insurance, or otherwise, shall deliver or cause to be delivered any uncustomed or prohibited goods, every such person, and every aider or abettor thereof, shall for such offence forfeit £500, over and above any other penalty to which by law he may be liable ; and every person who shall agree to pay any money for the insurance or conveyance of such goods, or shall receive or take such goods into his custody or possession, or suffer the same to be so received or taken, shall also forfeit £500, over and above any penalty to which by law he may be liable on account of such goods. § 47.

Offering Goods for Sale under Pretence of being Smuggled. If any person shall offer for sale any goods, under pretence that the same are prohibited, or have been unshipped and run on shore without payment of duties, then all such goods (although not liable to any duties or prohibited) shall be forfeited, and the persons, and every of them, offering the same for sale, shall forfeit the treble value of such goods, or the penalty of £100, at the election of the commissioners of His Majesty's customs. § 48.

Persons found on board Vessels liable to Forfeiture, or carrying Smuggled Goods. Every person being a subject of His Majesty, who shall be found or discovered to have been on board any vessel or boat liable to forfeiture, under this or any other act relating to the revenue of customs, for being found within four or eight leagues of the coast of the United Kingdom as aforesaid, or for being found or discovered to have been within any of the distances or places in this act mentioned, from or in the United Kingdom, or from or in the Isle of Man, having on board or in any manner attached or affixed thereto, or having had on board or in any manner attached or affixed thereto, or conveying or having conveyed in any manner, such goods or other things as subject such vessel or boat to forfeiture, or who shall be found or discovered to have been on board any vessel or boat, from which any part of the cargo shall have been thrown overboard during chace, or staved or destroyed, shall forfeit £100; and every person, not being a subject of His Majesty, who shall be found or discovered to have been on board any vessel or boat, liable to forfeiture for any of the

the causes aforesaid, within one league of the coast of the United Kingdom, or of the Isle of Man, or within any bay, harbour, river, or creek of the said island, shall forfeit for such offence the sum of £100; and it shall be lawful for any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise, or other person acting in his aid, or duly employed for the prevention of smuggling, and they are hereby authorised and required to stop, arrest, and detain every such person, and to convey such person before two or more justices of the peace in the United Kingdom, or a governor, deputy governor, or deemster in the Isle of Man, to be dealt with as hereinafter directed: provided always, that any such person proving, to the satisfaction of such justices, governor, deputy governor, or deemster, that he was only a passenger in such vessel or boat, and had no interest whatever either in the vessel or boat, or in the cargo on board the same, shall be forthwith discharged by such justices. § 49.

Unshipping Spirits or Tobacco. Every person whatsoever, who shall unship, or be aiding or concerned in the unshipping of any spirits or tobacco, liable to forfeiture under this or any other act relating to the revenue of customs or excise, either in the United Kingdom or in the Isle of Man, or who shall convey, or conceal, or be aiding or concerned in the conveying, or concealing of any such spirits or tobacco, shall forfeit for such offence £100; and every such person may be detained by any officer of His Majesty's army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise, or other person acting in his aid, or duly employed for the prevention of smuggling, and taken before two justices of the peace in the United Kingdom, or a governor, deputy governor, or deemster in the Isle of Man, to be dealt with as hereinafter directed (a). § 50.

Who may detain Persons liable to be Arrested. If any person liable to be arrested and detained under the provisions of this or any other act relating to the revenue of customs, shall not be detained at the time of so committing the offence for which he is so liable, or after detention shall make his escape, it shall be lawful for any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise, or any other person acting in his aid, or duly employed under such officer, to stop, arrest, and detain such person, at any time afterwards, and to carry him before two justices of the peace, to be dealt with as if detained at the time of committing the offence. § 51.

Signals to Smugglers. No person shall, after sun-set and before sunrise, between the 21st September and the 1st April, or after the hour of eight in the evening and before the hour of six in the morning at any other time in the year, make, or assist in making, or be present for the purpose of assisting in the making of any light, fire, flash, or blaze, or any signal by smoke, or by any rocket, fireworks, flags, firing of any gun or other fire-arms, or any other contrivance or device, or any other signal (b) in or on board, or from any vessel or boat, or on or from any part of the coast or shore of the United Kingdom, or within six miles of any part of such coasts or shores, for the purpose of making or giving any signal to any person on board any smuggling vessel or boat, whether any person so on board of such vessel or boat be or be not within distance to see or hear any such light, fire, flash, blaze, or signal; and if any person, contrary to the true intent and meaning of this act, make or cause to be made, or assist in making any such light, fire, flash,

(a) By 7 & 8 Geo. 4. c. 56. § 5, all spirits or tobacco which shall be found being removed or carried without a legal permit for the same, shall be deemed to be spirits or tobacco unshipped without payment of duty, unless the party in whose possession the same shall be found or seized shall prove to the contrary.

(b) *Signals.* By 7 Geo. 4. c. 48. § 18, every intimation to any smuggling vessel or boat in whatever manner given, shall be deemed to be a signal within the meaning of the said act for the prevention of smuggling, and shall subject the person giving such intimation to be detained and proceeded against as directed by the said act.

Proof of Orders upon Trials. By § 19, upon the trial of any issue, or upon any judicial hearing or investigation touching any penalty or forfeiture under any law relating to the revenue of the customs or excise, or to the law of navigation, where it may be necessary to give proof of any orders issued by the commissioners of His Majesty's treasury, or by the commissioners of customs of excise respectively, the letter or instructions which shall have been officially received by the officer of customs or excise, at the place or district where such penalty or forfeiture shall have been incurred, or shall be alleged to have been incurred, for his government, and in which such order is mentioned or referred to, and under which instructions he shall have acted as such officer, shall be admitted and taken as sufficient evidence and proof of such order, to all intents and purposes whatsoever.

blaze, or signal, such person so offending shall be guilty of a misdemeanour; and it shall be lawful for any person to stop, arrest, and detain the persons who shall so make or assist in the making, or who shall be present for the purpose of assisting in making, any such light, fire, flash, blaze, or signal, and to convey such persons before any two or more of His Majesty's justices of the peace residing near the place where such offence shall be committed, who, if they see cause, shall commit the offender to the next county gaol, there to remain until the next court of oyer or terminer, great session, or goal delivery, or until such persons shall be delivered by due course of law, and it shall not be necessary to prove, on any indictment or information, that any vessel or boat was actually on the coast; and the offenders being duly convicted thereof shall, by order of the court before whom such offenders shall be convicted, either forfeit the penalty of £100, or, at the discretion of such court, be sentenced or committed to the common gaol or house of correction, there to be kept to hard labour for any term not exceeding one year. § 52.

Proof of not making Signals. In case any person be charged with or indicted for having made or caused to be made, or been assisting in making, or been present for the purpose of making or assisting in making any such fire, light, flash, blaze, or other signal, the burthen of proof that such fire, light, flash, blaze, noise, or other thing, so charged as having been made with intent and for the purpose of giving such signal, was not made with such intent and for such purpose, shall be upon the defendant against whom such charge is made or such indictment is found. § 53.

How Lights for Signals may be put out. It shall be lawful for any person whatsoever to put out or prevent any such light, fire, flash or blaze, or any smoke, signal, rocket, firework, noise, or other device or contrivance made or being made as aforesaid, and to enter and go upon any lands for that purpose, without being liable to any indictment, suit, or action for the same. § 54.

Resisting officers.—Rescuing or destroying Goods. If any person whatsoever hinder, oppose, molest, or obstruct any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs, or excise, in the execution of his duty, or in the due seizing of any goods liable to forfeiture by this or any other act relating to the revenue of customs, or any person acting in his aid, or duly employed for the prevention of smuggling, or rescue or cause to be rescued any goods which have been seized, or shall attempt or endeavour to do so, or shall before, or at or after any seizure, stave, break, or otherwise destroy any goods to prevent the seizure thereof, or the securing the same, then the parties offending shall forfeit for every such offence £200. § 55.

Persons armed assembled to assist in illegal Exportation or Landing. If any persons to the number of three or more, armed with fire-arms, or other offensive weapons, shall within the United Kingdom, or within the limits of any port, harbour, or creek thereof, be assembled in order to be aiding and assisting in the illegal exportation of any goods prohibited to be exported, or in the carrying of such goods in order to such exportation, or in the illegal landing, running, or carrying away of prohibited or uncustomed goods, or goods liable to pay any duties which have not been paid or secured, or in the illegal carrying of any goods from any warehouse or other place, as shall have been deposited therein, for the security of the home consumption duties thereon, or for preventing the use or consumption thereof in the United Kingdom, or in the illegal re-landing of any goods which shall have been exported upon debenture or certificate, or in rescuing or taking away any such goods after seizure, from the officer

officer of customs, or other officer authorized to seize the same, or any person employed by them or assisting them, or from the place where the same shall have been lodged by them, or in rescuing any person who shall have been apprehended for any of the offences made felony by this or any act relating to the revenue of customs, or in the preventing the apprehension of any person who shall have been guilty of such offence; or in case any persons to the number of three or more, so armed, shall, within this kingdom, or within the limits of any port, harbour, or creek thereof, be so aiding; every person so offending, and every person aiding, abetting, or assisting therein shall, being thereof convicted, be adjudged guilty of *felony*, and suffer death as a felon without benefit of clergy. § 56.

Shooting at Boats belonging to Navy or Customs. If any person maliciously shoot at or upon any vessel or boat belonging to His Majesty's navy, or in the service of the revenue in any part of the British or Irish Channels, or elsewhere on the high seas, within one hundred leagues of any part of the coast of the United Kingdom, or maliciously shoot at, maim, or dangerously wound any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise or any person acting in his aid, or duly employed for the prevention of smuggling, in the due execution of his office or duty, every person so offending, and every person aiding or abetting therein, shall, being lawfully convicted, be adjudged guilty of *felony*, and suffer death as a felon, without benefit of clergy. § 57.

Persons armed or disguised, passing with Goods liable to Forfeiture. If any person, being in company with more than four other persons, be found with any goods liable to forfeiture under this or any other act relating to the revenue of customs or excise, or in company with one other person within five miles of any navigable river, carrying offensive arms or weapons, or disguised in any way, every such person shall be adjudged guilty of *felony*, and shall, on conviction of such offence, be transported as a felon for the space of seven years; and if such offender shall return into the United Kingdom before the expiration of the seven years, he shall suffer as a felon, and have execution awarded against him as a person attainted of felony, without benefit of clergy. § 58.

Assaulting Officer. If any person by force or violence assault, resist, oppose, molest, hinder, or obstruct any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise, or other person acting in his aid or assistance, or duly employed for the prevention of smuggling, in the due execution of his office or duty, such person being thereof convicted shall be adjudged a *felon*, and shall be transported for seven years, or sentenced to be imprisoned in any house of correction or common gaol, and kept to hard labour for any term not exceeding three years, at the discretion of the court before whom the offender shall be tried and convicted as aforesaid. § 59.

How and where Commanding Officers may haul their Vessels on Shore. It shall be lawful for the commanding officer for the time being of any vessel or boat employed for the prevention of smuggling to haul any such vessel or boat upon any part of the coasts of the United Kingdom, or the shores, banks, or beaches of any river, creek, or inlet of the same (not being a garden or pleasure ground, or place ordinarily used for any bathing machine), which shall be deemed most convenient for that purpose, and to moor any such vessel or boat on such part of the aforesaid coasts, shores, banks, and beaches below high-water mark, and over which the tide

tide flows on ordinary occasions, and to continue such vessel or boat so moored for such time as the commanding officer shall deem necessary and proper; and such commanding officer or persons acting under his direction, shall not be liable to any indictment, action, or suit for so doing. § 60.

How Officers wounded in the Service, and their Families to be provided for. In all cases where any officer or seaman employed in the service of the customs or excise shall be killed, maimed, wounded, or in any way injured in the due execution of his office, or if any person acting in his aid be so killed, maimed, wounded, or in any way injured while so aiding such officer or seaman, it shall be lawful for the commissioners of customs and excise respectively to make such provision for the officer or person so maimed, wounded, or injured, or for the widows and families of such as shall be killed, as they shall be authorised to do by warrant from the commissioners of the treasury. § 61.

Spirits floating on the Sea. No person whatsoever, being a subject of His Majesty, other than an officer of the navy, customs, or excise, or some person authorised in that behalf, shall intermeddle with or take up any spirits, being in casks of less content than forty gallons, which may be found floating upon or sunk in the sea; and if any spirits be taken up, and be found or discovered on board any vessel or boat belonging as aforesaid, within the limits of any port of the United Kingdom or Isle of Man, or within the distances in this act before mentioned, the vessel or boat on which the same shall be found or discovered, together with such spirits, shall be forfeited, and the persons in whose custody the same shall be found shall forfeit the penalty of treble the value of such spirits, or £50 at the election of the commissioners of customs. § 70.

When Suits to be commenced. All suits, indictments, or informations exhibited for any offence against this or any other act relating to the revenue of customs, in any of His Majesty's courts of record at Westminster, or in the courts of exchequer in Scotland, or in Dublin, or in the royal courts of Guernsey, Jersey, Alderney, Sark, or Man, shall and may be had, brought, sued, or exhibited, within three years next after the date of the offence committed; and shall and may be exhibited before any two or more justices of the peace, or governor, deputy governor, or deemster in the Isle of Man, within six months next after the date of the offence committed. § 78.

How Persons detained for Smuggling Offences to be dealt with. It shall be lawful for any two or more justices of the peace, or governor, deputy governor, or deemster as aforesaid, before whom any person liable to be arrested and detained, and who shall have been arrested and detained, for being found or discovered to have been on board any vessel or boat liable to forfeiture under this or any other act relating to the revenue of customs, or for unshipping, carrying, conveying, or concealing, or aiding, or being concerned in unshipping, conveying, or concealing any spirits or tobacco liable to forfeiture under this or any such act, shall be carried, on the confession of such person of such offence, or on proof thereof upon the oaths of one or more credible witness or witnesses, to convict such person of any such offence; and every such person so convicted shall immediately upon such conviction pay into the hands of such justices, &c. for the use of His Majesty, the penalty of £100, without any mitigation whatever, for any such offence of which he shall be so convicted: or in default thereof the justices, &c. shall by warrant commit such person to any

any gaol or prison, there to remain until such penalty be paid; provided that if the person convicted of any such offence be a seaman or seafaring man, and fit and able (a) to serve His Majesty in his naval service, and shall not prove that he is not a subject of His Majesty, it shall be lawful for any such justices, &c. and they are hereby required, in lieu of such penalty, by warrant to order any officer of the army, navy, or marines, being duly authorised and on full pay, or officer of customs or excise, to convey, or cause to be conveyed, such person on board of any of His Majesty's ships, in order to his serving His Majesty in his naval service for the term of five years; and if such person shall at any time within that period by any means escape or desert from such custody or service he shall be liable at any time afterwards to be again arrested and detained by any officer of customs, or any other person, and delivered over as aforesaid to complete his service of five years; provided also, that if it be made to appear to any such justices, &c. that convenient arrangement cannot be made at the time of the conviction of the party, for immediately conveying such seaman or seafaring man, so convicted, on board any of His Majesty's ships in order to serve His Majesty, it shall be lawful for any such justices, &c. to commit any such seaman or seafaring man, so convicted to any prison or gaol, there to remain in safe custody for any period not exceeding one month, in order that time may be given to make arrangements for so conveying such seaman or seafaring man on board any of His Majesty's ships as aforesaid; provided also, that the commissioners of the treasury shall have full power to remit or mitigate any such penalty, punishment, or service, whether the parties be seafaring men or otherwise. § 80.

How Persons convicted and sent on board His Majesty's Ships, found unfit, to be dealt with. If any person so convicted as a seaman or a seafaring man, and carried on board any of His Majesty's ships of war, shall, on examination by any surgeon of His Majesty's navy, within one week after being so carried on board, be deemed to be unfit, and be refused on that account to be received into His Majesty's service, such person shall, as soon as convenient, be conveyed before any two or more justices of the peace, or any governor, deputy governor, or deemster as aforesaid; and upon proof that he has been refused to be received on board any of His Majesty's ships as fit for His Majesty's service, such justices, &c. shall call upon the person to pay the penalty of £100 without hearing any evidence other than such proof; and in default of immediate payment of the same into the hands of the justices, &c. for the use of His Majesty, to commit the person to any gaol or prison, there to remain until such penalty be paid; provided always, that no person so convicted and ordered to serve on board any of His Majesty's ships, shall be sent away from the United Kingdom on board of any such ship in a less time than one month from the date of such conviction. § 81.

How Persons arrested for certain Offences may be detained. Where any person shall have been arrested and detained by any officer of the army, navy, or marines, being duly authorised and on full pay, or any officer of customs or excise, or any person acting in his aid, or duly employed for the prevention of smuggling, for any offence under this or any other act relating to the revenue of customs, and shall have been taken and carried before any two justices of the peace, to be dealt with according to law, if it appear to such justices that there is reasonable cause to detain such person, such justices may order such person to be detained a reasonable time, as well before as after any information has been exhibited against such party; and at the expiration of such time, such justices may proceed finally to hear and determine the matter. § 83.

(a) By 7 and 8 Geo. 4. c. 46. § 4. if any person be proceeded against under the above act, or this or any other act now in force or hereafter to be made for the prevention of smuggling, or relating to the revenue of customs or excise, and the information exhibited against such person shall charge him as being a seaman, and fit and able to serve His Majesty in his naval service, and it shall appear to the justices before whom such person is brought, that he is guilty of the offence with which he is charged, but that he is not fit for His Majesty's Naval Service, then such justices are hereby required to amend such information accordingly, and to convict such person in the penalty of £100, as if proceeded against as not being a seaman or fit for His Majesty's naval service.

On whom Onus Probandi to lie. If any goods be seized for non-payment of duties or any other cause of forfeiture, and any dispute shall arise whether the customs, excise, or inland duties have been paid for the same, or the same have been lawfully imported, or concerning the place whence such goods were brought, then the proof thereof shall lie on the owner or claimer of such goods, and not on the officer who shall seize and stop the same. § 102.

What Officers of Army, Navy, or Marines, or Preventive Service authorized to act. In all cases where any power or protection is given by this act to any officer of the navy, army, or marines, the same shall not extend to any such officer, unless on full pay, and employed for the prevention of smuggling under the proper authority to which such officer is subjected, or under the authority of the commissioners of customs or excise, and such officer shall be deemed to be duly authorized for the purposes of any act relating to the revenue of customs. § 106.

Goods concealed in double sides or false bottoms. If any goods which are subject to any duty or restriction in respect of importation be found, on examination of any package, to be concealed in double sides or false bottoms, or in any other secret or disguised place in such package, or among any other things in such package, then not only all such goods, but also all other goods found in the said package, shall be forfeited. 7 and 8 Geo. 4. c. 56. § 12.

SEIZURES.

By whom Seizures may be made. All goods, and all vessels and boats, which by any act at any time in force shall be declared to be forfeited, may be seized by any officer of customs. 6 Geo. 4. c. 106. § 30.

How Treasury and Board of Customs may restore Seizures and mitigate Penalties. It shall be lawful for the commissioners of His Majesty's treasury of the United Kingdom of Great Britain and Ireland, or the commissioners of His Majesty's customs, by any order made for that purpose under their hands, to direct any vessel, boat, or goods whatever, seized under any act relating to the revenue of customs, to be delivered to the proprietors, whether condemnation shall have taken place or not, upon such terms as they may deem expedient, and which shall be mentioned in the order: and it shall be also lawful for the commissioners of the treasury, and the commissioners of customs, to mitigate or remit any penalty or fine which shall have been incurred, or any part of such penalty or fine incurred under any law relating to the customs, or to the trade and navigation of this kingdom: provided always, that no person shall be entitled to the benefit of any order for delivery or mitigation, unless the terms expressed in the order are fully and effectually complied with. 6 Geo. 4. c. 108. § 44.

How Treasury may restore Seizures. It shall be lawful for the commissioners of His Majesty's treasury, or any three or more of them, by an order made for that purpose under their hands, to direct any vessel, boat, or goods seized under any act made for the prevention of smuggling, or relating to the revenue of customs or excise, or to the trade or navigation of the United Kingdom, or of any of His Majesty's possessions abroad, to be delivered to the owner or owners, whether the same shall have been seized in the United Kingdom or abroad, and whether condemnation has taken place or not, upon such conditions as they may deem expedient, and which shall be mentioned in the said order. 7 and 8 Geo. 4. c. 56. § 13.

By whom Seizures may be made.—What Forfeitures to include.—Prohibited Goods. All goods, and all ships, vessels and boats, which by this act or any act at any time in force relating to the customs shall be declared to be forfeited, shall and may be seized by any officer of customs; and such forfeiture of any ship, vessel, or boat, shall be deemed to include the guns, tackle, apparel, and furniture of the same; and such forfeiture of any goods shall be deemed to include the proper packages in which the same are contained: provided always, that all goods, the importation of which is restricted, either on account of the packages or the place whence the same shall be brought, or otherwise, shall be deemed to be *Prohibited Goods*; and if any such goods be imported into the United Kingdom other than to be legally deposited or warehoused for exportation, the same shall be forfeited. 6 Geo. 4. c. 107. § 123.

How Goods, Ships, Vessels, or Boats, may be restored by Commissioners of Customs. In case any goods, ships, vessels, or boats, be seized as forfeited,

feited, or detained as undervalued, by virtue of any act of parliament relating to the customs, it shall be lawful for the commissioners of customs to order the same to be restored, in such manner and on such terms and conditions as they shall think fit to direct; and if the proprietor of the same accept the terms and conditions prescribed by the commissioners, he shall not have or maintain any action for recompence or damage on account of such seizure or detention, and the person making such seizure shall not proceed in any manner for condemnation. § 129.

Remission of Forfeitures and Penalties by Commissioners of Customs. If any ship shall become liable to forfeiture on account of any goods laden therein or unladen therefrom, or if the master of any ship shall have become liable to any penalty on account of any goods laden in such ship or unladen therefrom, and such goods shall be small in quantity or of trifling value, and it shall be made appear to the satisfaction of the commissioners of customs, that such goods had been laden or unladen contrary to the intention of the owners of such ship, or without the privity of the master thereof, as the case may be, it shall be lawful for the commissioners to remit such forfeiture, and also to remit or mitigate such penalty, as they shall see reason to acquit such master of all blame in respect of such offence, or more or less to attribute the commission of such offence to neglect of duty on his part as master of such ship; and every forfeiture and every penalty or part thereof so remitted shall be null and void, and no suit or action shall be brought or maintained by any person whatever on account thereof. § 130.

Damages, if Judge certify that there was probable Cause of Seizure. In case any information or suit shall be commenced or brought to trial on account of the seizure of any vessel, boat, or goods whatsoever, or any horses or other animals, or any carriage seized as forfeited by any act relating to the revenue of customs, wherein a verdict shall be found for the claimant thereof, and it shall appear to the judge or court before whom the same shall have been tried, that there was a probable cause of seizure, such judge or court shall certify on the record, that there was such probable cause, and in such case the claimant shall not be entitled to any costs of suit whatsoever, nor shall the person who made such seizure be liable to any action, indictment, or other suit or prosecution on account of such seizure; and in case any action, indictment, or other suit or prosecution shall be commenced and brought to trial against any person whatsoever, on account of any such seizure, wherein a verdict shall be given against the defendant, if the court or judge before whom such action, indictment, or prosecution shall be tried, shall have certified on the record, that there was a probable cause for such seizure, then the plaintiff, besides the things seized, or the value thereof, shall not be entitled to above 2*d.* damages, nor to any costs of suit, nor shall the defendant in such prosecution be fined above 1*s.* § 92.

When Actions to be commenced. If any action or suit shall be brought as aforesaid, such action or suit shall be brought within six months next after the cause of action shall have arisen, and not afterwards. § 97.

Collusive Seizures, or Bribes. If any officer of customs, or any officer of the army, navy, or marines, duly authorized and on full pay, and any other person whatsoever, employed under the direction of the commissioners of the customs, shall make any collusive seizure, or deliver up, or make any agreement to deliver up, or not to seize, any vessel or boat, or any goods liable to forfeiture, or shall take any bribe, gratuity, recom-

pence, or reward for the neglect or non-performance of his duty, every such officer or other person shall forfeit for every such offence £500, and be rendered incapable of serving His Majesty in any office whatever, either civil or military; and every person who shall give, or offer, or promise to give any bribe, recompence, or reward, or make any collusive agreement with any such officer, to induce him in any way to neglect his duty, or to do, conceal, or connive at any act, whereby any of the provisions of any act of parliament may be evaded, every such person shall, whether the offer be accepted or performed or not, forfeit £500. 6 Geo. 4. c. 108. § 35.

Condemned Vessels and Goods to be disposed of. All vessels and boats, and all goods whatsoever, which shall have been seized and condemned for breach of any law relating to the revenue of customs, shall be disposed of as soon as conveniently may be after the condemnation thereof, in the following manner, *viz.* all goods of a description admissible to duty shall be sold by public auction to the best bidder, at a price not less than the duty upon the importation of the like sort of goods; and in case such goods will not fetch the duty, shall be put up to sale for exportation, and in case they do not sell for exportation, then the goods shall be destroyed; and all prohibited goods shall be put up for sale for exportation to the best bidder, and in case they do not sell, then shall be destroyed; all vessels or boats calculated for the fair and mercantile trade of this Kingdom shall be put up to sale to the best bidder; and all vessels or boats calculated for smuggling shall be broken up and destroyed, and the materials shall be put up to sale to the best bidder: provided that if the commissioners of customs shall deem any of the vessels or boats necessary for the public service, it shall be lawful for them to cause the same to be used for the said purpose. § 62.

REWARDS.

Rewards for detaining Smugglers. The commissioners of customs are hereby authorized and empowered to award to any officer or other person detaining any person liable to detention under any act relating to the revenue of customs, to be paid upon the conviction of such person, any reward they may think fit to direct, not exceeding £20 for each person. 6 Geo. 4. c. 108. § 63.

Rewards where pecuniary Penalties are recovered. The commissioners of customs are hereby authorized and empowered to pay the following reward to any officer or persons as aforesaid, by whose means any pecuniary penalty or composition is recovered: *viz.* one-third of the penalty or sum recovered. § 64.

Rewards for Seizures. There shall be paid and allowed for any seizure made by any officer of the army, navy, or marines, duly authorized and on full pay, or any officer of the customs or excise, or other person deputed or employed by the commissioners of customs or excise, under any act relating to the revenue of customs, the following rewards; *viz.*

In the Case of Seizures of Spirits and Tobacco :

- If all the parties be detained and carried before two justices of the peace, the whole :
- If two or more, not being the whole, be detained and convicted, seven-eighths :
- If one, being a seafaring man and convicted, three-fourths :
- If one be detained with the vessel or means of conveyance, three-fourths :
- If one person be detained and convicted, not a seafaring man, five-eighths :
- If vessel or carriage with its lading be seized, without any person being detained, one-third :
- If goods found sunk and concealed, and the smuggler afterwards convicted in consequence thereof, and by the exertions of the individuals so finding them, one-half :

If goods found and no person subsequently convicted, one-eighth :

If goods seized, and parties subsequently convicted in consequence of such seizure, and by the exertion of the seizors, one-half :

If goods seized only, one-eighth, or such other part as the commissioners of customs shall think proper, not exceeding one-fourth :

In the Case of Seizures of Goods Prohibited to be Imported :

If vessel after importation or other means of conveyance seized, or any person prosecuted to conviction on account of same, two-thirds :

If goods only, one-half.

In the Case of Seizures of Goods not before enumerated :

If vessel, or other means of conveyance, seized, or any person prosecuted to conviction on account of the same, one-half :

If goods only, one-fourth.

In the Case of Goods destroyed :

If vessel, or other means of conveyance, seized, or any person prosecuted to conviction on account of the same, a moiety of the appraised value or amount of duty :

If goods only, one-fourth of appraised value or amount of duty.

In the Case of Seizures of Vessels and Boats :

If sold, a moiety of the produce :

If taken into the public service or broken up, a moiety of appraised value.

In the Case of Seizures of Cattle and Carriages :

In all cases, three-fourths of the produce of the sale.

Deduction. The aforesaid rewards shall be paid subject to a deduction of £10 per cent., on account of law charges and other expenses. § 66.

Proclamations or Orders in Council. Every such reward or part or share of any such seizure, or of the value thereof, as shall be payable to any officer, non-commissioned officer, petty-officer, seaman, or private of His Majesty's army, navy, or marines, or acting under the orders of the lord high admiral or commissioners of the admiralty, shall be distributed in such proportions, and according to such regulations, and orders, as His Majesty shall by his order in council, or by his royal proclamation in that behalf, be pleased to direct and appoint. § 67.

How Rewards may be apportioned in Special Cases. The commissioners of customs or excise are hereby authorized, in case of any seizure of vessels, boats, or goods, or the apprehension of any parties under any act relating to the revenue of customs, to direct the distribution of the seizor's share of such vessels, boats, or goods, or of any penalties or rewards, so as to enable any officers, or persons acting under the authority of the commissioners respectively, or through whose information or means such seizure shall have been made, or penalty recovered, or party apprehended, who shall not have been actually present at the making of the same, to participate in such proportions as the commissioners shall respectively deem expedient. § 68.

Negligence or Collusion. Upon proof being made to the satisfaction of the commissioners of customs or excise, that any officer or person as aforesaid, shall have acted collusively or negligently in the making of any seizure, it shall be lawful for the commissioners to direct that the whole, or any part of the proportion of such seizure, be applied to the use of His Majesty. § 69.

Goods floating or sunk in the Sea. If any person shall discover any spirits, being in casks of less content than 40 gallons, which may be found floating upon or sunk in the sea, and shall give information to any officer of customs or other person duly authorized to make seizure of such spirits, so that seizure be made of the same, the person giving such information shall be entitled to and shall receive such reward as the commissioners of customs may deem it expedient to direct. § 71.

Allowance to poor Persons. For the necessary subsistence of any poor person

person confined in the United Kingdom, or in the Isle of Man, under any exchequer or other process for the recovery of any duties or penalties, either upon bond or otherwise, under any act relating to the revenue of customs or excise, sued for by virtue of any order of the commissioners of customs or excise, it shall be lawful for the commissioners of customs or excise to cause an allowance, not exceeding the sum of $7\frac{1}{2}d.$ and not less than $4\frac{1}{2}d.$ a day, to be made to any such poor person, out of any money in their hands arising from the duties of customs or excise, as the case may require. § 72.

PIRATES.

Bounty for Persons taken or killed on board Piratical Vessels or Boats. There shall be paid by the treasurer of His Majesty's navy unto the officers, seamen, marines, soldiers, and others, who shall have been actually on board any of His Majesty's vessels of war, or hired armed ships, at the actual taking, sinking, burning, or otherwise destroying of any vessel or boat, manned by pirates or persons engaged in acts of piracy, since 1st January, 1820, £20 for each such piratical person, either taken and secured, or killed during the attack on such piratical vessel, and £5 for each other man of the crew not taken or killed, who shall have been alive on board such pirate vessel at the beginning of the attack thereof. 6 Geo. 4. c. 49. § 1.

How Bounty to be paid. It shall be lawful for the commissioner of the navy resident at any of His Majesty's dock-yards abroad, or in the absence of a commissioner of the navy, for the naval officer and store keeper, or if there be no such commissioner or naval officer, then for the commander-in-chief or senior officer of His Majesty's vessels at the place into which the piratical vessel or boat shall be taken, to be proceeded against, or in case of the destruction of the vessel, the place into which the piratical persons seized shall be carried, to draw upon the commissioners of the navy a bill or bills at thirty days sight for the amount of such bounty, and all such bills shall be made payable to such persons as shall be appointed agents for the appraisement and sales of such piratical ships or boats, and shall be paid in such manner as His Majesty, by order in council for that purpose shall think fit to direct. § 2.

How Vessels, &c. found in Possession of Pirates to be restored to Owners. If any vessel, or other property taken in the possession of pirates, be duly proved to have belonged to and to have been taken from any of His Majesty's subjects, then such vessel, &c. shall be restored to the former proprietors thereof respectively, they paying in lieu of salvage a sum of money equal to one-eighth part of the true value of such property; which money shall be divided amongst such persons and in such manner as shall by any proclamation or order of His Majesty in council be directed. § 3.

Deserters. No person who shall desert from His Majesty's service, shall be entitled to receive any proportion of moneys payable by virtue of this act; but the shares of all such persons, as well as all other shares which shall not be legally demanded within the times prescribed, shall be paid over to the treasurer of the royal hospital at Greenwich. § 4.

Agents appointed for Sale of Ships, &c. to register their Letters of Attorney in the proper courts, and all such agents shall be subject to such forfeitures and disqualifications for not registering the same as are enacted in the act of 45 Geo. 3. c. 72. (a)

(a) An act for the encouragement of seamen, and for the better manning of the navy, &c.



MAP OF EUROPE
(Drawn & Engraved)
Specially for the
IMPORT & EXPORT GUIDE.

STONEY HALL



PART VI.

EUROPE.

As to the importation into the United Kingdom of goods, the produce of Asia, Africa, or America from Europe, see page 1.

EUROPE, the least extensive, but by much the most improved, of the four quarters of the globe, is situated between the 36th and 71st degrees of N. lat.; having from south to north a breadth of about 2000 miles, and from east to west a length of nearly 3000. It contains, by calculation, about $2\frac{1}{2}$ millions of square miles, and is bounded by the sea in all directions, except the east, where it adjoins Asia by a boundary line, formed by the river Don, and one of its tributary streams called Karposka. It has the Baltic on the north, the Mediterranean on the south, and a very large extent of coast bordered by the Atlantic. Europe lies almost wholly within the temperate zone. The principal islands of Europe are Britain and Ireland in the Atlantic; Sicily, Majorca, Minorca, Malta, Candia, Eubœa, in the Mediterranean; and Zealand, Funen, Laaland, Falster, Bornholm, Åland, in the Baltic. To these are to be added the extensive but uncultivated Iceland, and the still more dreary regions of Spitzbergen and Nova Zembla. The great rivers of Europe are the Danube, Volga, Rhine, Dnieper, Vistula, Dniester, Don, Dwina, Elbe, Tagus, Douro, Loire, Rhone, Garonne. The principal lakes are Ladoga, Onega, and the Peipus in Russia; the Wenner, Wetter, and Mælar, in Sweden; along with the less extensive, but much better known lakes of Geneva and Constance. The chief ranges of mountains are the Alps, the Pyrenees, and the Carpathian ridge; to which are to be added the Scandinavian chain, separating Sweden from Norway; the ridge of the Hæmus to the south

of Turkey, and the long line of the Appennines, extending from the north to the south of Italy. The following is a list of the principal states of Europe, in the form given to them by the treaties of 1814 and 1815, and of the population of each:—

Sweden	2,600,000
Norway	900,000
Denmark	1,800,000
Russia in Europe, including Finland and Russian Poland	35,400,000
Netherlands, kingdom of	5,230,000
Great Britain and Ireland, with Malta and Gibraltar	17,300,000
France	29,350,000
Saxony, Baden, Hesse-Cassel, Hesse-Darmstadt, and all lesser German states	5,700,000
Prussian monarchy	10,700,000
Bavaria	3,900,000
Wurtemberg	1,400,000
Hanover, kingdom of	1,300,000
The Austrian empire, including Lombardy and Austrian Poland	28,000,000
Switzerland 22 cantons	1,720,000
Piedmont, and other Sardinian states	4,000,000
Italy, exclusive of Piedmont and Lombardy, but including Sicily	11,000,000
Spain	10,400,000
Portugal	3,700,000
Turkey in Europe	7,500,000
Ionian republic	230,000

Total 182,130,000

GREAT BRITAIN.

GREAT BRITAIN, the most considerable of the European islands, is situated between the 50th and 58½ deg. of N. lat. It is bounded on the north by the North sea, on the east by the German ocean, on the south by the English channel, and on the west by St. George's channel and the Atlantic ocean. From north to south it ex-

tends about 580 miles in length; its greatest breadth from the North Foreland in Kent, to the Land's-end in Cornwall, is about 370, and its superficial area is computed at 87,502 square miles. Its whole coast is deeply penetrated by bays, creeks, and estuaries, which afford many safe and commodious harbours. The principal navigable rivers

in

in the island are the Thames, Severn, Humber, and Mersey, in England, and the Forth, Clyde, Tay, Tweed, Dec, and Don, in Scotland. The commerce of Britain consists, generally speaking, in the export of her own manufactured produce for the rude produce of less opulent and improved countries. Britain, rich in the accumulated capital of ages, and still more in the taste and talents of her numerous artizans, abounds in all sorts of finished work, and generally in all the finer produce of mechanical industry. Colonies in all quarters of the world are dependent on the British islands. Of these the principal are two military posts in Europe—Gibraltar, and Malta: in Asia, the whole Indian peninsula, from about 23 degrees of north latitude to Cape Comorin; the island of Ceylon, New Holland, and others in the Eastern and southern oceans; the Canadian territories, Newfoundland, and West India islands in America; the Cape of Good Hope, Sierra Leone, and Goree, in Africa. The population of the British islands and their dependencies is calculated to exceed 60 millions of men; of whom about 40 millions inhabit the Eastern hemisphere. Those of Europe, excluding Malta and Gibraltar, are computed as follows:—

England	9,538,827
Wales	611,788
Scotland	1,805,688
Army and Navy....	640,500
Total in Great Britain.....	12,596,803
Ireland supposed.....	4,500,000
Isle of Man supposed.....	30,000
Scilly Islands.....	2,358
Guernsey.....	21,293
Jersey.....	22,855
Alderney, &c.	1,600
	17,174,909

Population of Great Britain, including the Hebrides, the Orkney, and Shetland islands, computed from 16,746 returns, in the year 1810:—

Houses inhabited	2,101,597
Families chiefly engaged in agriculture	895,998
Families chiefly employed in trade, manufactures, or handicraft	1,129,049
All other families not comprised in the two preceding classes	519,168
Total families.....	2,544,215
Males	6,334,087
Females	6,262,716
Total inhabitants...	12,596,803

ENGLAND, the southern and most considerable division of Great Britain, bounded N. by Scotland, S. by the English channel, which divides it from France, E. by the German ocean, and W. by Wales, the Atlantic ocean, and the Irish channel. It is of a triangular figure, and extends from 50. to 55. 40. N. lat., and from 1. 50. E. to 6. W. long. From N. to S. it is 400 miles in length, and is in some places 300 miles broad. The superficial extent of the country has been variously estimated from 28,000,000 to 46,000,000 of statute acres. The population of England and Wales appears to have been, from the most accurate computations, about 5½ millions in the year 1700; in 1750, about 6½ millions; in 1770, about 7½ millions; in 1790, 8,675,000; in 1801, 9,168,000; in 1811, 10,488,000; and in 1821 it amounted to 11,978,875. The country is divided into 40 counties, namely, Bedford, Berks, Bucks, Cambridge, Chester, Cornwall, Cumberland, Derby, Devon, Dorset, Durham, Essex, Gloucester, Hereford, Hertford, Huntingdon, Kent, Lancashire, Leicester, Lincoln, Middlesex, Monmouth, Norfolk, Northampton, Northumberland, Nottingham, Oxford, Rutland, Salop, Somerset, Southampton, Stafford, Suffolk, Surrey, Sussex, Warwick, Westmoreland, Wilts, Worcester, York, East, North, and West. The aspect of the country is various and delightful. The most considerable rivers are the Thames, Severn, Medway, Trent, Ouse, Tyne, Tees, Wear, Mersey, Dee, Avon, Eden, and Derwent. In aid of these, an extensive system of canal navigation has been established, by which an access is opened into the interior, and the produce of the country transported by an easy and expeditious process, from the most remote parts to the sea. From the countries in the north of Europe, namely, Denmark, Russia, Sweden, Poland, and Prussia, England imports iron, kelp, timber, flax, hemp, coarse linens, pitch, tar, tallow, corn, pearl, and pot ashes, &c.; from Germany corn.

LONDON, the capital of England, and metropolis of the United Kingdom of Great Britain and Ireland. The popular and most usual acceptation of the word London comprises the ancient city of that name, the city of Westminster, the borough of Southwark, and their respective suburbs. London is not only a luxurious metropolis; it is also a vast emporium of maritime commerce; and its vessels trade to the remotest parts of the world. It became at a very early period the seat of an extensive trade. The cathedral church of St. Paul, which is nearly in the centre of the city of London, is ascertained to be situated in long. 0. 5. 37. W. Greenwich, lat. 51. 31. N.

AN ACCOUNT of the Number of Vessels which have entered the Port of London, in the Year ended 5th January, 1825; distinguishing the Vessels which have entered from Foreign Parts, the Number of Colliers, Coasters, and Fishing Vessels.

<i>Vessels.</i>	<i>British.</i>	<i>Foreign.</i>
Entered from Foreign Parts (exclusive of Ireland) . . .	3,132	1,643
..... Ireland	513	—
Colliers	7,117	—
Coasters	11,213	—
Fishing vessels	3,769	—

The above account contains a return of such vessels only as are taken cognizance of at the Custom House.

Principal Ports. The following are the principal ports of England, *viz.*

BRISTOL, a city and county of England, between the counties of Gloucester and Somerset, situated on the river Avon, which here receives the Frome, and is navigable for ships of great burden down to the Severn, at King-road, where commences the Bristol channel. The exchange in Cornstreet is a fine edifice, of Grecian architecture, 110 feet in front, and 143 deep. A structure called the commercial rooms, for the use of the mercantile interest, was erected in 1809. Among its public buildings are the merchants' hall, guild-hall, a custom-house, literary and philosophical institution, a new council-house, and a new gaol. There are 13 city companies, several of whom have some good halls. Very considerable manufactories of glass and sugar are carried on in this city; there are also large distilleries, and brass works, the largest in England; and near the city is a manufactory of pins and other articles, on a great scale. Soap and vitriolic acid, in large quantities, and earthenware, are likewise made. Bristol has long been engaged in a very extensive foreign trade, chiefly with the West Indies. Its commercial connections with Ireland are very extensive. A considerable reduction has recently been made in the local dues of the port, which it is anticipated will increase its trade. About a mile west of Bristol, close to the river, stands the village of the Hot Wells, celebrated for a tepid spring which has been found a powerful specific in various maladies. An act of parliament was obtained in 1803 for improving the harbour; and in the year 1809 the undertaking was completed, at the expence of nearly £600,000. Pop. 87,779. 117 miles W. of London. Long. 2. 46. W. lat. 51. 30. N.

PILLI, a small town of England, in Somersetshire, with a road for shipping, at the mouth of the Avon, about four miles below Bristol. The most beautiful and romantic prospects are presented in continual and striking changes, in navigating the intervening channel. Here rich plantations and beautiful lawns rise upon the view; fertile fields and woods, in some parts, clothe the hills to their very summits; while, in others,

the lofty rocks rising at once from the opposite sides of the river, present the awful appearance of the most tremendous precipices, and seem to mock every attempt of art to reduce their awful aspect. Yet, at the bases of these precipitous rocks, along the banks of this extraordinary channel, where the river and tide find their sinuous way through chasms and fissures of the mountains, and where the largest vessels appear diminutive from the grandeur and sublimity of the surrounding scenery, the seamen find the necessary accommodations for mooring, hauling, &c. in the massive bolts and rings which have been fixed in the rocks.

COWES, West, a town of the Isle of Wight, on the Medina, with a safe and commodious harbour. The trade of Cowes is considerable, chiefly in provisions and other articles for shipping. It is much frequented in summer as a bathing place. 12 miles W. S. W. Portsmouth.

DARTMOUTH, a seaport town of England, county of Devon, situated near the confluence of the river Dart with the British channel. There is a good harbour, with deep water. Shipbuilding is carried on to some extent in Dartmouth; but the chief occupation of the inhabitants consists in the Newfoundland and other fisheries, wherein about 350 vessels are engaged. The entrance to the harbour is defended by a castle. Population 4485. 30 miles S. Exeter.

DOVER, a seaport of England, in the county of Kent, situated on a small stream which falls into the harbour. The castle occupies a lofty eminence, steep and rugged towards the town and harbour, and presents a precipitous cliff, 320 feet higher than the sea. Dover is one of the Cinque Ports. The harbour can receive vessels of 400 or 500 tons, and is defended by strong batteries. It is the principal place of embarkation to France, and employs many packets for that purpose. Pop. 10,327. 8 miles from Deal, 72 E. S. E. London. Long. 1. 19. E. Lat. 51. 6. N.

EXETER, a city of England, and capital of Devonshire. Exeter formerly carried on a considerable trade in coarse woollen manufactures, which it exported to the continent of Europe. The continent now receives its serges and kerseys from Yorkshire; and the woollen

woollen trade of Exeter has dwindled considerably.

FALMOUTH, a seaport town of England, in the county of Cornwall, at the mouth of the river Fal. There is a good harbour here, and a fine and spacious roadstead. A considerable fishery of pilchards is carried on here. But the town derives its chief importance from being the regular station of the packet boats which carry foreign mails to all parts of the world. Population 2543. 95 miles S. W. Exeter. Long. 5. 4. W. Lat. 50. 9. N.

HULL, or Kingston upon Hull, a seaport town of England, in the East Riding of Yorkshire. It is situated on the great inlet of the Humber, at the point where this receives the river Hull; and from the facilities for trade which it thus acquires, has become one of the first commercial towns in the kingdom. The harbour is artificial, being formed by deepening and widening the channel of the river; and vast docks have been erected, for the accommodation of the shipping. Hull has navigable communications inland, either by rivers or canals, to York, Sheffield, Leeds, Manchester, Liverpool, Nottingham, Birmingham, and Bristol; and is equally open on the east, to the eastern coast, the Continent, and the North sea. The foreign trade is principally to the Baltic and to the whale fishery; but a regular traffic is also kept up to the southern parts of Europe, to the West Indies, and to America. The coasting trade for coals, corn, wool, manufactured goods, &c. is prodigious; and the inland trade exceeds that of any other English port. Various manufactures of the coarser kinds are also carried on at Hull, viz. an iron foundry, a large soap work, two sugar houses, and several white lead manufactories; breweries, rope-works, and ship-building yards, besides flour mills with excellent machinery, and extensive linseed oil mills. Pop. 28,591; but including the county part, 31,425. 36 miles S. E. York. Long. 0. 16. W. Lat. 53. 45. N.

IPSWICH, the chief town of the county of Suffolk. The trade is considerable, chiefly in the malting and exportation of corn. It has also a considerable coasting and a small

share in the foreign trade. Ipswich was formerly famous for its manufactures of broad cloth, and of the Ipswich double, the best canvas for sail-cloth; but the only manufacture it now has is the spinning of yarn for the Norwich weavers. Population 17,186. 18 miles N. E. Colchester.

LIVERPOOL, a town of England, in the county Palatine of Lancaster, and one of the principal trading and seaport towns in the British dominions, on the Mersey. The town extends along the eastern bank of the river, about three miles, and, at an average, about a mile inland. On the west side of it, and forming a remarkable feature in the town, lie the docks, which, with the wharfs, warehouses, &c. extend in an immense range along the bank of the river. On the other side, the town is prolonged into numerous suburbs, consisting of villas and country houses, the residence or retreat of its wealthy citizens.

The trade of Liverpool is most extensive. The first and most important branch is the trade with Ireland. The second branch of commerce is that with the United States of America, which consists of more than three-fourths of the whole commerce of this kingdom with that rising empire. Of this commerce, cotton wool forms the chief article, which may be termed the staple trade of Liverpool. The intercourse with America is kept up by a constant succession of packet vessels. The West India trade may be considered next in importance. The trade of Liverpool to other parts of the globe is very great, and rapidly increasing. Since the trade has been opened, numerous vessels have been fitted out to the East Indies, to which the trade is daily increasing. Liverpool has an extended system of canal navigation which has grown up with its increasing trade. Great advantages are derived to its commerce from the construction and arrangements of the docks. The manufactures of Liverpool are chiefly those connected with shipping, or the consumption of the inhabitants. 17 miles N. Chester, 37 W. Manchester, 206 N. W. London. Long. 2. 59. W. Lat. 53. 25 N.

A RETURN of the Number of Vessels (and the Gross Tonnage) which have cleared out of the Port of Liverpool, in the years 1812, and 1824.

<i>In the Year</i>	<i>Vessels.</i>	<i>Tonnage.</i>
1812.....	1,198.....	259,462
1824.....	2,434.....	531,398

The Returns for 1812 and 1824 are given, exclusive of Vessels trading to Ireland and those Coastwise.

NEWCASTLE-UPON-TYNE, a large, populous, and trading town of England, chief town of the county of Northumberland, on the northern bank of the river Tyne, about 10 miles from its mouth. Ships of 300 or

400 tons burden may reach the town. It extends for nearly two miles along the river, and about one mile from the river towards the north and north-west. To the south and to the east of the exchange is the quay, which is

is one of the largest and longest in any part of Great Britain.

Newcastle is noted for its collieries, which are principally situated along the Tyne, both above and below the town. From this magazine the vast consumption of the metropolis, the whole of the eastern and most of the southern coasts of the island, and the opposite coasts of France, Holland, and Germany, have for centuries been supplied. The foreign trade of Newcastle consists chiefly in the importation of wines and fruits from the south of Europe; and of corn, timber, iron, hemp, and other commodities, from the Baltic and Norway. The principal exports, besides coals and lead, are grind-stones, salt, butter, tallow, and salmon from the fisheries. Several ships are also sent to the Greenland fishery. The number of vessels which cleared out in 1819, were—Coasters, 8328; foreign, 995. Newcastle has extensive potteries, glass-houses, and chemical works for making white lead, minium and vitriol; manufactories in iron, tin, and every kind of metal; machines for fabricating brass-wire, plate-metal, &c. The glass-works here, in particular, are conducted on a very extensive scale. In them are made window-glass, plate-glass, bottles, decanters, drinking-glasses, &c. The manufactories of wrought iron are considerable. Ship-building is also carried on to a great extent. Population 35,181. 270 miles N. by W. London. Long. 1. 37. W. Lat. 54. 58. N.

PLYMOUTH, a town of England, in Devonshire, the largest in the county, and, on account of its harbour and docks, one of the most important maritime places in the kingdom. About a mile and a half to the west, on the Tamar, stands *Devonport*, a separate town, dependent on the docks, and nearly equal to Plymouth in size and population. Between Plymouth and Devonport, intervenes the populous town of Stonehouse, which connects the two together, and forms almost a continued line of buildings from the one to the other. The port and harbour of Plymouth is distinguished for its great extent and capacity, and the security which it affords in its different parts. It is capable of containing about 2000 sail of shipping, and is altogether one of the finest harbours in the world. It consists of several divisions or harbours. The harbour or bay of Hamoaze is a magnificent basin at the mouth of the Tamar, about four miles long, and half a mile wide. At the mouth of these harbours, the great bay of Plymouth sound forms an excellent roadstead, which is now rendered secure by the construction of the breakwater across its entrance. This work has fully answered the expectations of its projectors. The *Eddystone Lighthouse* is an important appendage to the harbour, without which its entrance would be extremely dangerous. Be-

sides the importation of coals, culm, corn, wine, timber, and articles for town consumption, Plymouth carries on a considerable trade.

DEVONPORT. The dock-yard is one of the finest in the world. It extends in a circular sweep along the shores of Hamoaze, 3500 feet in length, with a width at the middle, where it is the greatest, 1600 feet, and at each extremity 1000, thus including an area of 96 acres. It is fitted up with every thing necessary for the repair and equipment of ships of war. The basin, which was made in the reign of William III. is not large, being only 250 feet in length, by 180 in breadth; but this small extent is compensated by the excellent harbour of Hamoaze, along the bank of which the wharf wall extends, and which, from the depth of water, allows the largest ships to range along the jetties, and take in their stores, &c. immediately from the wharf. There are two dry docks for ships. Anchors are made here of the weight of five tons. There is also a ropery, at which the largest cables are made. The population of Plymouth, Devonport, and the suburbs, is 61,212. 43 miles S.W. Exeter. Long. 4. 7. W. Lat. 50. 23. N.

PORTSMOUTH, a town of England, in the county of Hants, and noted seaport in the English channel, being the principal rendezvous of the British navy. Portsmouth harbour excels decidedly every other in Great Britain for its capaciousness, depth, and security. At its entrance at Portsmouth, the harbour is very narrow, but it soon expands to a great width, and extends, in several branches, up to Fareham, Porchester, and Port-bridge. Everywhere the anchorage is good, the depths sufficient for ships of any size, the shelter complete, and the extent sufficient to contain almost the whole navy of England. Another capital advantage is the neighbourhood of the famous roadstead of Spithead, between Portsmouth and the Isle of Wight, which is so spacious, that it can contain 1000 sail of vessels in the greatest security. Population of Portsmouth, 7269; Portsea, 34,785. 72 miles S.W. London. Long. 1. 6. W. Lat. 50. 47. N.

POOLE, a market town of England, and seaport, in the county of Dorset, on a peninsula connected with the mainland by a narrow isthmus. Poole harbour is one of the best in the English channel for merchant ships. The quays have lately been greatly improved, and now almost encircle the town. The principal branch of business consists in the Newfoundland fishery. A trade is also carried on to the Baltic, Norway, America, Portugal, Greenland, &c. Near the mouth of the harbour is a bank, on which are vast quantities of oysters. Population, 6390. 40 miles W. S.W. Winchester.

SANDWICH, an irregularly built market,

ket, borough, and seaport town of England, in the county of Kent, one of the Cinque Ports, and formerly a place of considerable trade and business, but now much decayed, on account of the choaking up of its harbour with sand. Population 2912. 13 miles E. Canterbury.

SOUTHAMPTON, a considerable town of England, in the county of Hants or Southampton, is a county of itself, and is styled the town and county of the town of Southampton. Southampton carries on a considerable trade in wine, corn, timber, &c. Hemp, iron, and tallow, are imported from Russia, and tar and pitch from Sweden. A silk throwing manufactory employs a few of the poor. Shipbuilding is also carried on. Southampton now carries on a great intercourse with France, especially with Havre de Grace, regular packets sailing several times a week between the two places. Population 13,353. 12 miles S.S.W. Winchester, and 75 W.S.W. London.

WEYMOUTH, a sea-port, borough, and market town of England, in Dorsetshire, at the mouth of the Wey, celebrated as a fashionable bathing place. It is situated on the British channel, at the western side of a most beautiful bay, well protected from the north winds by hills. It communicates with Melcombe Regis, to which it is united by a handsome new bridge. Population, 2370. 9 miles S. Dorchester.

YARMOUTH, commonly called Great Yarmouth, a seaport and borough of Eng-

land, in the county of Norfolk. The quay of Yarmouth is justly the pride and boast of the inhabitants; for it is allowed to be equal to that of Marseilles, and the most extensive and finest in Europe, except the far famed one at Seville in Spain. Its length from the south gate to the bridge, is 1014 yards, beyond which it extends for smaller vessels 1016 yards, making a continuation of 1 mile and 270 yards. In many places it is 150 yards broad; and the southern part of the line is decorated with a range of handsome buildings. Yarmouth has long been much frequented as a fashionable watering-place, and furnishes every accommodation for the health, comfort, and amusement of its visitors. During the late wars, the importance of Yarmouth was greatly increased, owing to its being a grand station for part of the British navy: the roads opposite the town affording safe anchorage for a numerous fleet. The harbour is perfectly secure against every danger, and is provided with two light-houses, one at Caistor, and one at Garleston. The coast is the most dangerous in Britain, and has been often the scene of the most melancholy shipwrecks. This place is advantageously situated for commerce, particularly to the north of Europe. Besides fishing smacks, upwards of 300 vessels belong to this port. Yarmouth was early distinguished, and still remains unrivalled, in the herring fishery. It has also a considerable coal trade. Population, 18,040. 22 miles E. by S. Norwich.

WALES.

WALES, a principality in the west of the island of Great Britain. It forms nearly a peninsula, being washed on the north and west by the Irish sea, on the south and south-east by the Bristol channel, and limited on the east by the counties of Monmouth, Hereford, Salop, and Chester. It is situated between 51. 20. and 53. 25. of north latitude; and between 2. 41. and 4. 56. west longitude from Greenwich. The length from north to south extends from 130 to 180 miles, and the breadth from 50 to 80; comprising an area of about 8,125 square miles, equal to 5,206,900 acres of land. The principality of Wales is divided into North and South Wales, containing 12 counties; the division of North Wales comprehending the counties of Anglesey, Caernarvon, Denbigh, Flint, Merioneth, and Montgomery; and South Wales, the counties of Brecknock, Cardigan, Caermarthen, Glamorgan, Pembroke, and Radnor. The general aspect of Wales is bold, romantic, and mountainous, consisting of almost continued ranges of lofty mountains and impending craggs, intersected by numerous deep ravines, with extensive vallies, and affording endless views of wild mountain scenery. Wales is distinguished for the abundance and value of its mineral productions,

which form an inexhaustible source of wealth. The manufactures are flannels, for which Wales has been long celebrated; also stockings, wigs, gloves, and socks. Very considerable manufactures of cottons and cotton twist have also been established in the counties of Flint and Denbigh. Numerous manufactures of copper, iron, lead, tin-plates, &c. have been set up both in North and South Wales. Population, 717,438.

Principal Ports. The following are the principal ports in Wales, *viz.*

CARDIFF, a town of South Wales, in Glamorganshire, on the Taff, which is crossed by a good bridge of five arches. Three miles down the river there is a harbour called Penarth. A navigable canal, 25 miles long, constructed among the mountains, communicates with the Merthyr Tydvil works, whence a great quantity of cast and wrought iron is brought. Population 3,521. 92 miles E. Haverford West.

CARDIGAN, the capital of the county of the same name, about two miles from the mouth of the river Tivey. A good deal of trade is carried on here. Population, 2397. 37 miles from Aberystwith.

CARMARTHEN, a town of South Wales, the chief town of the county of that name,

name, situate on the river Towy, which is crossed by a fine stone bridge. Population, 8906. 45 miles W. Brecon, 212 W. London.

MILFORD HAVEN, a deep inlet of the sea in Wales, county of Pembroke. Several plans have been proposed at different times, for improving its accommodations. These plans have given rise to the new town of Milford, or

MILFORD HAVEN, a town which was founded in 1790, on the northern shore, and has risen with great rapidity. It has a church with a lofty tower, a custom-house, a plain but commodious building, and a dock-yard, which forms a principal feature in the plan. An establishment of packets has been formed here, under excellent regulations, for conveying the mail and passengers to Waterford, in Ireland. An establishment has been also formed for the southern whale fishery. There is also an extensive establishment of quarantine. 6 miles W. by N. Pembroke.

PEMBROKE, a borough and market town of South Wales, in the above county, on

a singular neck of land, dividing the small estuary of Down Pool, which flows from Milford Haven. Population, 4925. 30 miles W.S.W. Carmarthen.

SWANSEA, a market town and borough of Wales, in Glamorganshire. It stands on a beautiful bay of the Bristol channel, on the river Tawe, in the midst of the most inexhaustible mines of coal and of iron; while by means of its harbour, and of the navigable river Tawe, it commands a ready outlet for these productions of the interior. The town extends in length about a mile and a half or two miles. It is much resorted to during the summer for sea-bathing. Swansea has immense manufacturing establishments in iron, copper, brass, spelter, tin, and earthen-ware. It has also potteries on a large scale; a soap manufactory, and an extensive brewery. Great improvements have been made in the harbour. Swansea joins with Cardiff in the return of the member of parliament for that place. Population, 10,225. 45 miles W. Cardiff.

AN ACCOUNT of the Number of Ships which have entered the several Ports of England and Wales during the Year 1824.

<i>Ports.</i>	<i>British.</i>	<i>Foreign.</i>	<i>Ports.</i>	<i>British.</i>	<i>Foreign.</i>
London	3,132	1,643	Lyme	57	4
Aberystwith	4	1	Lynn	42	66
Aldbro'	1	3	Maldon	81	6
Arundel	9	1	Milford	14	2
Barnstaple	1	—	Minehead	1	1
Beaumaris	13	1	Newcastle	259	196
Berwick	16	15	Newhaven	21	12
Bideford	10	—	Newport	10	9
Blackney	10	3	Padstow	4	5
Boston	29	4	Pembroke	—	—
Bridlington	11	7	Penzance	16	17
Bridgewater	9	2	Plymouth	250	43
Bristol	338	64	Poole	127	8
Cardiff	19	18	Portsmouth	134	157
Cardigan	6	—	Preston	10	—
Carlisle	13	—	Rochester	123	337
Chepstow	17	2	Rye	48	11
Chester	24	4	Saint Ives	1	10
Chichester	3	2	Sandwich	70	49
Colchester	20	13	Scarborough	8	2
Cowes	11	5	Scilly	3	—
Dartmouth	73	6	Shoreham	238	110
Deal	1	1	Southampton	308	20
Dover	652	322	Southwold	4	—
Exeter	69	5	Stockton	43	42
Falmouth	29	8	Sunderland	81	28
Faversham	61	7	Swansea	38	3
Fowey	8	16	Truro	8	29
Gloucester	2	—	Wells	8	17
Grimsby	39	179	Weymouth	103	3
Gweek	1	11	Whitby	19	5
Harwich	52	4	Whitehaven	630	2
Hull	776	510	Wisbech	9	5
Ilfracombe	3	—	Woodbridge	4	4
Ipswich	23	7	Yarmouth	51	62
Lancaster	33	—			
Leigh	71	—	Total Ships	9,975	4,879
Liverpool	1,554	702	Tonnage	1,507,107	650,128
Llanelly	13	48	Men	90,770	35,970
Looe	—	—			

BERWICK-UPON-TWEED.

BERWICK-UPON-TWEED, a town and county in itself, on the Tweed, within half a mile of its confluence with the German ocean. There are no manufactures of any importance carried on in the town. Its chief trade consists in exporting corn, pork, eggs,

and salmon. A new pier was begun here in 1811. It now stretches a considerable way into the sea. Population 3,723. 336 miles N.W. London, 54 S.E. Edinburgh. Long. 1. 45. W. Lat. 45. 48. E.

SCOTLAND.

SCOTLAND, a country of Europe, which, united with England and Wales, forms the northern division of Great Britain. It is bounded W. by the Atlantic ocean, N. by the Deu-caledonian or North sea, E. by the German ocean, S.E. by England, S. by the Solway frith, and S.W. by that part of the Irish sea called the North Channel. It is situated between 54. and 59. N. lat., but including the Shetland and Orkney islands, it extends to 61. 12., and between 1. and 5. W. long. from Greenwich; but the Western islands extend much farther. Its greatest extent from N. to S. is 244 miles; but a direct line from Carlisle northward to the Moray frith, does not exceed 180 miles. From the Mull of Cantyre the western coast stretches 230 miles in a straight line to Cape Wrath. The breadth under different parallels is various, from 147 to 70, and even 36 miles. Area of Scotland and its isles, 29,600 square miles, or 18,944,000 English acres. From the ports on the eastern coast of Scotland a great trade is carried on to Holland, Norway, Sweden, and the different States on the shores of the Baltic. This trade has greatly increased of late years. The imports principally consist of flax, hemp, yarn, linen, iron, corn, wood, tallow, and other commodities produced in these countries; and in return, colonial produce, cotton goods, and other manufactured articles, are exported. The chief shipping ports are Leith, Dundee, Arbroath, Montrose, Aberdeen, Peterhead, Banff, and Inverness. The trade with Spain, Portugal, and the Mediterranean, is carried on from Leith and other ports; and the connection with Canada extends to all the most considerable towns on the east coast of Scotland. The commerce of the west coast centres almost entirely in the Clyde, which is the grand emporium of the American, West Indian, and South American trade. Several vessels have sailed from Greenock, to carry on the trade to India.

Principal Ports. The following are the principal ports of Scotland, *viz.*

ABERDEEN, a sea-port town of Scotland, in the county of Aberdeen, situated on the Don and Dee, at their efflux into the German ocean. It has a safe and spacious harbour, though the heavy surf from the

German ocean created a bar at its mouth. Besides others, there are manufactories of nails and cordage, and all materials connected with ship-building, which is itself carried on to a considerable extent. Vessels for the West Indies, Mediterranean, America, and Baltic trade, and also for the transport service, have been built at Aberdeen. There are iron-foundries; also several breweries, which produce about 22,700 barrels of malt liquor annually. The principal exports are grain, fish, thread, hosiery, cotton, and linen goods; and not less than about 7,000 tons of granite yearly are exported for paving the streets of London. The imports are principally articles of ordinary consumption. About 336 vessels belong to the port of Aberdeen, whose aggregate burden amounts to 37,289 tons, and are engaged in the whale fishery, foreign and coasting trade. Population 43,312. 103 miles N. Edinburgh. Long. 2. 8. W. Lat. 57. 9. N.

GLASGOW, a city of Scotland, in the county of Lanark, which has long been distinguished for its extensive commerce and manufactures. Previous to the union, the trade of Glasgow was chiefly confined to Holland and France. After this, however, the English colonies being opened to the Scotch, Glasgow engaged extensively in the trade of Virginia and Maryland, importing chiefly tobacco. The West India trade afforded another outlet to the increasing capital of Glasgow; and this branch of commerce has since greatly increased. Glasgow is celebrated for its great establishments for the cotton manufacture, of which some idea may be formed from the following facts, namely, that there are 18 works for weaving by power, which contain 2,800 looms, producing 3,400 pieces of cloth weekly; and it appears from a late investigation, that there are about 32,000 hand looms. There are 17 calendar houses, who have 39 calendars moved by steam; these calendar daily 118,000 yards of cloth, besides dressing 116,000, and glazing 30,000 yards. There are 18 calico printing works; 9 iron foundries; and 73 steam engines connected with the city. The suburbs are extensive, and contain several populous and industrious villages, which carry on extensive manufactures. There are also several printfields, and

and extensive bleachfields in the vicinity of the place. Population in 1780, 42,832—in 1785, 45,889—in 1791, 66,578—in 1801, 83,769—in 1811, 110,460—in 1821, 147,043. Long. 4. 15. 51. W. Lat. 55. 52. 10. N.

PORT GLASGOW, in the county of Renfrew, Scotland, about 2½ miles farther up the frith of Clyde than Greenock. The town is very neatly built, and surrounded with many pleasant villas, with their gardens. The harbour is judiciously planned, and the graving dock is the first of the kind that was constructed in Scotland. Being the port of Glasgow, it is a great rendezvous for shipping. Population 5,262.

GREENOCK, the chief sea-port of Scotland, in Renfrewshire, on an estuary of the Irish channel, which meets the river Clyde several miles farther inland. The new custom-house is a very splendid edifice, being in front 120 feet broad, and on each end upwards of 50 feet. It includes also the excise. The manufactories of the place are sugar-houses, rope-works, soap and candle-works, tan-works, potteries, bottle and crystal-works, breweries, a sail-cloth manufactory; to these may be added ship-building to a great extent, in which the place has long excelled. The herring fishery is the oldest, and still the greatest branch of local industry in Greenock. The harbour is very spacious and commodious: within these few years the quays have been removed farther out to

a greater depth of water, and new quays have been built to the eastward of the old harbour. Population in 1757, 3,900—in 1811, 19,042—in 1821, 22,088. Long. 0. 18. 58. W. Lat. 55. 57. 2. N.

LEITH, a town of Scotland, in the county of Edinburgh, formerly called Inverleith, and the sea-port of Edinburgh. It is divided into two districts, called South and North Leith, communicating by two draw-bridges across the harbour. In 1800, extensive improvements were projected; a magnificent suit of wet docks was planned, and two of these beautiful basins were soon opened for shipping. These docks, comprehending nearly eight acres, together with three graving docks, have cost about £250,000. Leith carries on an extensive trade with the Baltic and other countries of Europe, such as Holland, France, Spain, Portugal, and the Mediterranean; also with the West Indies and America, besides a great coasting trade, to the different parts of England and Scotland. The Greenland fishery is also prosecuted with great activity. Ship-building is carried on to a considerable extent; and there is an extensive distillery in the neighbourhood. The town of Leith is rapidly extending itself. Population 26,000. 2 miles N.E. Edinburgh. The two towns are now, however, nearly joined, by a confused range of buildings.

AN ACCOUNT of the Number of Ships which have entered the several Ports of Scotland during the Year 1824.

<i>Ports.</i>	<i>British.</i>	<i>Foreign.</i>	<i>Ports.</i>	<i>British.</i>	<i>Foreign.</i>
Aberdeen.....	130	17	Leith.....	222	146
Air.....	17	—	Lerwick.....	3	—
Alloa.....	1	4	Montrose.....	92	18
Anstruther.....	1	10	Oban.....	Nil.	Nil.
Banff.....	6	7	Perth.....	13	14
Bon'ess.....	9	22	Port Glasgow.....	67	3
Campbeltown.....	5	—	Port Patrick.....	Nil.	Nil.
Dumfries.....	8	—	Preston Pans.....	9	27
Dunbar.....	5	6	Rothsay.....	2	—
Dundee.....	149	11	Stornoway.....	3	2
Fort William.....	Nil.	Nil.	Stranraer.....	4	—
Glasgow.....	62	15	Thurso.....	—	2
Grangemouth.....	44	49	Tobermory.....	Nil.	Nil.
Greenock.....	181	19	Wick.....	2	4
Inverness.....	14	1	Wigtown.....	9	—
Irvine.....	36	—			
Kirkaldy.....	41	22	Total.....	Ships 1,149	401
Kirkcudbright.....	11	—		Tonnage 198,388	44,752
Kirkwall.....	3	2		Men 12,712	2,692

Union. “That the two kingdoms of England and Scotland shall upon the 1st day of May which shall be in the year 1707, and for ever after, be united into one kingdom by the name of Great Britain; and that the ensigns armorial of the said United Kingdom be such as Her Majesty shall appoint, and the crosses of St. George and St. Andrew be conjoined in such manner as Her Majesty shall think fit, and used in all flags, banners, standards, and ensigns, both at sea and land.”
5 & 6 Ann. c. 8. art. 1.

Freedom

Freedom of Trade. “That all the subjects of the United Kingdom of Great Britain shall, from and after the Union, have full freedom and intercourse of trade and navigation to and from any port or place within the said United Kingdom, and the dominions and plantations thereunto belonging; and that there be a communication of all other rights, privileges, and advantages, which do or may belong to the subjects of either kingdom; except where it is otherwise expressly agreed in these articles.” Art. 4.

British Ships. “That all ships or vessels belonging to Her Majesty’s subjects of Scotland, at the time of ratifying the Treaty of Union of the two kingdoms in the parliament of Scotland, though foreign-built, be deemed and pass as ships of the built of Great Britain; the owner, or where there are more owners, one or more of the owners, within 12 months after the 1st of May next, making oath, that at the time of ratifying the Treaty of Union in the Parliament of Scotland, the same did, in whole or in part, belong to him or them, or to some other subject or subjects in Scotland, to be particularly named, with the place of their respective abodes; and that the same doth then at the time of the said deposition, wholly belong to him or them, and that no foreigner directly or indirectly, hath any share, part, or interest therein; which oath shall be made before the chief officer or officers of customs, in the port next to the abode of the said owner or owners; and the said officer or officers shall be empowered to administer the said oath; and the oath being so administered, shall be attested by the officer or officers who administered the same; and being registered by the said officer or officers, shall be delivered to the master of the ship for security of her navigation; and a duplicate thereof shall be transmitted by the said officer or officers, to the chief officer or officers of the customs in the port of Edinburgh, to be there entered in a register, and from thence to be sent to the port of London, to be there entered in the general register of all trading ships belonging to Great Britain.” Art. 5.

Trade.—Scots’ Cattle. “That all parts of the United Kingdom for ever, from and after the Union, shall have the same allowances, encouragements, and drawbacks, and be under the same prohibitions, restrictions, and regulations of trade, and liable to the same customs and duties on import and export; and that the allowances, encouragements, and drawbacks, prohibitions, restrictions, and regulations of trade, and the customs and duties on import and export, settled in England when the Union commences, shall, from and after the Union, take place throughout the whole United Kingdom: excepting and reserving the duties upon export and import of such particular commodities, from which any persons, the subjects of either kingdom, are specially liberated and exempted by their private rights, which, after the Union, are to remain safe and entire to them in all respects as before the same. And that from and after the Union, no Scots’ cattle carried into England shall be liable to any other duties, either on the public or private accounts, than those duties to which the cattle of England are or shall be liable within the said kingdom.” Art. 6.

Laws Inconsistent. “That all laws and statutes in either kingdom, so far as they are contrary to or inconsistent with the terms of these articles, or any of them, shall, from and after the union, cease and become void, and shall be so declared to be, by the respective parliaments of the said kingdoms.” Art. 25.

IRELAND.

IRELAND.

IRELAND, a large and fertile island of Europe, in the Atlantic Ocean, lying to the west of Great Britain, from which it is separated by the Irish sea, or St. George's channel. This country is situated between long. 6. and 10. 40. W. and lat. 51. 15. and 55. 13. N. Its breadth is very unequal, being deeply indented, on the east by the Irish sea, and on the west by the Atlantic ocean. Its greatest breadth between Emlagh Rash, in Mayo, and the mouth of Strangford Lough, is 143 Irish, or 182 English miles, while between the bays of Dublin and Galway the distance is only 86 Irish, or 94 English miles; and between Dundalk and Ballyshannon only about 73 English miles. Owing to the deep indentations of the coast, there is not a spot in Ireland which is 50 miles distant from the sea. It contains considerably more than 30,370 English miles, or 19,436,000 English acres.

Principal Ports. The following are the principal ports of Ireland, viz.

BELFAST, a sea-port town of Ireland, in the county of Antrim, situated at the efflux of the river Lagan into Carrickfergus bay, which forms a spacious estuary. The town is well built, chiefly of brick, and the streets are broad, straight, well paved, and lighted. Belfast has considerable manufactures of linen and cottons. There are also manufactories of glass, vitriol, pottery, and several sugar refineries. The chief exports are linen, butter, beef, pork, and oatmeal. Considerable trade is carried on with the West Indies, America, and other parts of the world. Convenient docks have been constructed. There are several other commercial and literary institutions. The progress of Belfast in population and commerce has been remarkably rapid, and its population is computed at 30,000. 80 miles N. Dublin. Long. 5. 46. W. Lat. 54. 35. N.

CORK, a city of Ireland, capital of the county of Cork, situated on the river Lee, over which are several elegant stone bridges. The town has of late years been improved both in elegance and size, and its commerce has increased in proportion. The public buildings of Cork are generally of a plain exterior. It has a stately cathedral, a handsome exchange and commercial buildings; and a spacious market-house: the new custom-house is a splendid pile of hewn stone. Great quantities of salt provisions are exported from Cork; and during the slaughtering season, 100,000 head of black cattle are prepared. The other exports consist of butter, candles, soap, whisky, hides raw and prepared, pork, rabbit skins, linen, woollens, yarn, &c. Its manufactures are sail-cloth, sheeting-paper, leather, glue, glass, coarse

cloth, with other articles of less consequence. Cork stands about 15 miles from the sea; and its harbour, or the Cove of Cork, 9 miles below the town, has long been celebrated for its safety and capaciousness. Population, some years ago, 75,000, now computed at 90,000. Long. 8. 28. 15. W. Lat. 51. 53. 54. N.

DUBLIN, the metropolis of Ireland, in the province of Leinster and county of Dublin, within a mile of the bay of that name, which is of a circular form, and about six miles in diameter, and into which the river Liffey runs, after dividing the city, through which its course is nearly west to east, into equal parts. Though spacious, this bay is neither commodious nor safe, particularly in winter. These defects, which are owing to two sand banks, called the North and South Bulls, and to its great exposure from the east and south-east, are in part remedied by a magnificent wall of stone, which runs out into the bay the distance of 8564 yards, and is terminated by a light-house. On the opposite side of the harbour is another light-house, together with a pier and harbour; and lately a pier has been begun at Dunleary, a village on the south side of the bay, and 2½ miles within its mouth. From the point of Ringsend, where the Liffey enters the bay, it is embanked on either side with a noble wall of freestone, forming a range of beautiful and spacious quays through the whole city. The river is crossed in its course through the city by 7 stone bridges. Dublin is, besides, nearly insulated by two canals, which give great advantages for inland communication. Population 187,939. 60 miles W. of Holyhead in Wales, and 330 N. W. of London. Long. 6. 15. W. Lat. 53. 21. N.

DUNDALK, a sea-port of Ireland, county of Louth, on a river of the same name, at the mouth of a bay in the Irish channel. It has a good harbour. It has cambric and muslin manufactures. Population, 15,000. 40 miles N. Dublin.

GALWAY, a town of Ireland, and capital of the county, situated on a broad and stony river, by which Loughcorrib flows into the sea. A manufactory of coarse cloths is established here, but on a limited scale. The linen manufacture has also been lately introduced. The port is commodious and safe. Population 15,000. 96 miles W. Dublin. Long. 8. 53. W. Lat. 53. 15. N.

LIMERICK, the capital of the county, on the Shannon, about 60 miles from its mouth. It is about three miles in circumference. Limerick carries on manufactures of linen, woollen, and paper. Vessels of 300 tons burden may discharge their cargoes at

at the custom-house. Limerick has always been deemed a place of importance. Population from 50,000 to 60,000, in which are 5000 Protestants. 94 miles S.W. Dublin. Long. 8. 31. W. Lat. 52. 36. N.

LONDONDERRY, the capital of the county, pleasantly situated on the Foyle, over which is a wooden bridge, 1000 feet broad. The wharfs and quays, with a good portion of the city, are without the walls. It has an extensive trade with the West Indies and America. The harbour is deep, wide, and tolerably secure. Population 18,500. 115 miles N.N.W. Dublin, 53 W.N.W. Belfast. Long. 7. 15. W. Lat. 55. N.

NEWRY, a sea-port of Ireland, county of Down, on the Newry water. The linen manufacture, once considerable, has been of late much injured. There is a very considerable export of butter, beef, pork, and grain. 50½ miles N. Dublin.

ROSS, a sea-port town of Ireland. 25 miles S.W. Cork.

SLIGO, a town of Ireland, chief town of the county of the same name, and a sea-port, pleasantly situated at the mouth of the river which flows from Lough Gilly to Sligo bay. The trade of Sligo has been increasing for many years. Population 8000; but they have since increased. 105 miles N.W. Dublin.

STRANGFORD, LOUGH, a large bay of Ireland, in the county of Down.

WATERFORD, a city and sea-port of Ireland, and chief town of the county of Waterford, on the river Suir, which soon after joins the Barrow, and forms a bay called Waterford harbour. Its white glass and other manufactories are in a flourishing condition. Its exports are beef, butter, hides, tallow, pork, and corn, very considerable. This city employs about 70 vessels in the Newfoundland trade, whence they sail to the West Indies, and return with the productions of those tropical climates. The harbour is deep and spacious; its entrance is effectually protected by Duncannon fort. The quay, about half a mile long, is considered the most beautiful in Europe. A fine wooden bridge has been erected here.

WEXFORD, a sea-port town of Ireland, at the mouth of the Slaney, chief town of the county, with a large and beautiful harbour, in St. George's channel. The chief ornament of Wexford is its wooden bridge, thrown over an arm of the sea, 2100 feet long. The harbour, though spacious, is shallow, the mouth being choaked with a bar. The trade is inconsiderable. Much woollen cloth is manufactured in the town and neighbourhood. 25 miles W.N.W. Waterford.

YOUGHALL, a sea-port town of Ireland, in the county of Cork, near the mouth of the Pay, on the south side of the Blackwater river. Its custom-house is large and convenient. 31 miles S.W. Waterford.

AN ACCOUNT of the Number of Ships which have entered the several Ports of Ireland during the Year 1824.

<i>Ports.</i>	<i>British Ships.</i>	<i>Foreign Ships.</i>	<i>Ports.</i>	<i>British Ships.</i>	<i>Foreign Ships.</i>
Baltimore	2	1	Londonderry	23	32
Belfast	100	66	Newry	40	43
Coleraine	13	7	Sligo	10	16
Cork	86	89	Tralee	3	2
Donaghadee	5	—	Waterford	48	15
Drogheda	9	3	Westport	—	2
Dublin	198	53	Wexford	11	1
Dundalk	11	6	Wicklow	1	—
Galway	4	11	Youghal	5	2
Killybegs	6	4			
Kilrush	—	—			
Kinsale	4	1	Total	Ships 609	373
Larne	1	3		Tonnage 91,825	64,561
Limerick	29	16		Men 5,218	3,450

The following are the Articles of Union in anywise affecting Trade.

Union. “That the kingdoms of Great Britain and Ireland shall, upon the 1st of January, 1801, and for ever after, be united into one kingdom, by the name of the *United Kingdom of Great Britain and Ireland*; and that the royal style and titles appertaining to the Imperial Crown of the said United Kingdom and its dependencies, and also the ensigns, armorial flags, and banners thereof, shall be such as His Majesty by his royal proclamation, under the great seal of the United Kingdom, shall be pleased to appoint.” 39 & 40 Geo. 3. c. 67. art. 1.

Trade and Navigation.—Treaties. “That His Majesty’s subjects of Great

“ Great Britain and Ireland shall, from and after the 1st January, 1801, be entitled to the same privileges, and be on the same footing, as to encouragements and bounties on the like articles, being the growth, produce, or manufacture of either country respectively, and generally in respect of trade and navigation, in all ports and places in the United Kingdom and its dependencies; and that in all treaties made by His Majesty, His Heirs and Successors, with any foreign power, His Majesty’s subjects of Ireland shall have the same privileges, and be on the same footing, as His Majesty’s subjects of Great Britain. Art. 6.”

Prohibitions and Bounties. “ That from the 1st January, 1801, all prohibitions and bounties on the export of articles, the growth, produce, or manufacture of either country to the other, shall *cease and determine*; and that the said articles shall thenceforth be exported from one country to the other without duty or bounty on such export.

Laws and Courts of Jurisdiction. “ That all laws in force at the time of the Union, and all the courts of civil and ecclesiastical jurisdiction within the respective kingdoms, shall remain as now by law established within the same; subject only to such alterations and regulations from time to time as circumstances may appear to the parliament of the United Kingdom to require; provided, that all writs of error and appeals depending at the time of the Union, or hereafter to be brought, and which might now be finally decided by the House of Lords of either kingdom, shall, from and after the Union, be finally decided by the House of Lords of the United Kingdom: and provided, that from and after the Union, there shall remain in Ireland an instance court of admiralty, for the determination of causes, civil and maritime only, and that the appeal from sentences of the said court shall be to His Majesty’s delegates in his court of chancery in that part of the United Kingdom called Ireland; and that all laws at present in force in either kingdom, which shall be contrary to any of the provisions which may be enacted by any act for carrying these articles into effect, be, from and after the Union, *repealed*.” Art. 8.

Articles of Union in force for ever. “ And whereas the said articles having, by address of the respective houses of parliament in Great Britain and Ireland, been humbly laid before His Majesty, His Majesty has been graciously pleased to approve the same, and to recommend it to his two houses of parliament in Great Britain and Ireland to consider of such measures as may be necessary for giving effect to the said articles: in order, therefore, to give full effect and validity to the same,” it is enacted, that the said foregoing recited articles, each and every one of them, according to the true import and tenour thereof, be ratified, confirmed, and approved, and be, and they are hereby declared to be the articles of the Union of Great Britain and Ireland, and the same shall be in force and have effect for ever, from the 1st of January, 1801: provided, that before that period an act shall have been passed by the parliament of Ireland, for carrying into effect, in the like manner, the said foregoing recited articles. (a)

(a) An act to this effect was accordingly passed.

[By 6 Geo. 4. c. 105. the following act was repealed, but by 7 Geo. 4. c. 48. it is enacted that it shall *not* be repealed.]

EXCISE DUTY and DRAWBACK on Articles, being the *Growth, Produce, or Manufacture of Great Britain or Ireland*, on Importation or Exportation from either Country into the other, pursuant to 4 Geo. 4. c. 30.

FOR GREAT BRITAIN. (a)

DUTY on *Irish Articles Imported into Great Britain*, and DRAWBACK on *British Articles Exported to Ireland*.

	Excise. £. s. d.		
BEER, Strong, per barrel of 36 gallons, English measure ..	0	9	0
BRICKS, not exceeding 10 inches long, 3 inches thick, and 5 inches wide, the 1000	0	5	10
———— exceeding any of the foregoing dimensions, the 1000	0	10	0
———— smoothed or polished on one or more sides, not ex- ceeding the superficial dimensions of 10 inches long by 5 inches wide, the 1000	0	12	10
———— smoothed or polished, exceeding the aforesaid su- perficial dimensions, the 1000	As Paving Tiles.		
TILES, Plain, the 1000	0	5	8
———— Pan or Ridge, the 1000	0	12	10
———— Paving Tiles, not exceeding 10 inches square, the 1000	0	2	5
———— Paving Tiles, exceeding 10 inches square, the 1000	0	4	10
———— other than such as are before enumerated, the 1000	0	4	10
CANDLES, Tallow, the lb.	0	0	1
———— Wax or Spermaceti, the lb.	0	0	3½
CYDER and PERRY, the hogshead, English wine measure, 63 gallons	1	10	0
GLASS, Plate Glass, viz. ground and polished, being in rec- tangular plates, 6 inches in length by 4 inches in breadth at the least, and ¼th of an inch thick throughout, free from stains, of good and fair quality, and fit for immediate use, as ground and polished glass, the square foot	0	2	9
———— Plate Glass, unground and unpolished, if the afore- said length and breadth, and of not less than ¾ths or more than ¼ths of an inch thick, and of good and fair quality, the cwt.	3	0	0

By Treasury Warrant, dated May 13, 1824, it is ordered, that in lieu of the present Duty and Drawback on Flint, Phial, Enamel, Stained or Plate Glass, a countervailing duty of £5. 8s. the cwt. and a drawback of the same amount be allowed, provided the package do not contain less than one hundred pounds weight avoirdupois, and that they be not imported in any vessel of less than seventy tons burthen.

(a) On British articles imported into Ireland, and on Irish articles exported to Great Britain, there is neither Duty nor Drawback, except on Pasteboard, Plate, Salt and Sweets, which are particularly so specified in this Schedule, and except also the articles mentioned in PART 3.

GLASS,

FOR GREAT BRITAIN. (a)

DUTY on Irish Articles Imported into Great Britain, and DRAWBACK
on British Articles Exported to Ireland. Excise.

£. s. d.

GLASS, continued.

———— Spread Window Glass, commonly called Broad Glass, the cwt.	1	10	0
———— Crown or German Sheet Glass, the cwt.	3	13	6
———— Reputed quart Bottles, of common green Glass, the dozen	0	1	3
———— Vessels or Utensils, of common bottle metal (common quart Bottles excepted) the cwt.	0	8	2
GUM, British, the lb.	0	0	3 $\frac{1}{4}$
HIDES and SKINS, Tanned Hides of Horses, Mares, and Geldings, the lb. (b)	0	0	1 $\frac{1}{2}$
———— Calf Skins and Hog Skins, the lb. (b)	0	0	1 $\frac{1}{2}$
———— Seal Skins, the lb. (b)	0	0	1 $\frac{1}{2}$
———— Hides other than Horse, and Kip and Dog Skins, and all other Skins not above enumerated, the lb.	0	0	0 $\frac{1}{2}$
———— Sheep Skins and Lamb Skins for Gloves and Bazils, the lb.	0	0	1
———— Goat Skins tanned with Shumack, the dozen, (c) ..	0	4	0
———— Sheep Skins tanned for Roans, the dozen, (c)	0	2	3
———— All other Hides and Skins, and parts and pieces of Hides and Skins tanned in the common Bark Tannage, the lb. (c)	0	0	0 $\frac{1}{2}$
———— Tanned, all other Skins, and all parts and pieces of Hides and Skins not before enumerated, not being tanned in common Bark Tannage, the lb.	0	0	5
———— Tawed, all Horses, Mares, and Geldings, dressed in Alum and Salt or Meal, the hide.	0	1	6
..... all Steers, Cows, or any other Hides (Horses, Mares, and Geldings excepted) dressed as above, the hide.	0	3	0
..... all Calf Skins, Kips and Seal Skins, dressed as above, the lb.	0	0	1 $\frac{1}{2}$
..... Slink Calf Skins with the hair on, the dozen.	0	3	0

(a) See note, p. 466.

(b) Hides of Horses, Mares, and Geldings, Bark tanned, are chargeable in Ireland by tale, at 1s. each, Calf and Hog Skins, at 5d. each, Seal Skins, at 2 $\frac{1}{2}$ d. each : but each species is charged in Great Britain by weight, at 1 $\frac{1}{2}$ d per lb. weight.

In computing the Duty on these Articles on Importation from Ireland, the weight of each kind of Goods must be ascertained and monied at the rate set forth in the foregoing Schedule, and from the amount so calculated must be deducted the Irish Tale Duty, at per Skin, and the difference will be the Sum to be paid by the Importer. The like course is to be pursued on Exportation, allowing the difference only in each case as the Drawback to be claimed.

(c) Goat Skins tanned with Shumack, and Sheep Skins tanned for Roans, are chargeable in Ireland, at 1d. per lb. weight. In Great Britain they are charged by the dozen.

On Importation to, or Exportation from Great Britain, the weight must be ascertained and monied, at 1d. per lb. weight, and the amount deducted out of the Sum computed per tale, according to the Rates specified in the foregoing Schedule, and the difference to be charged or allowed as directed with regard to other Leather.

FOR GREAT BRITAIN. (a)

DUTY on *Irish Articles Imported into Great Britain*, and DRAWBACK on *British Articles Exported to Ireland*. Excise.

HIDES and SKINS, <i>continued, viz.</i>		£	s.	d.
.....	Slink Calf Skins, without hair, and of Dog Skins and of Kid Skins, the dozen.....	0	1	0
.....	Buck and Doe Skins, the lb.....	0	0	6
.....	Goat Skins and Beaver Skins, per dozen..	0	2	0
.....	Sheep Skins and Lamb Skins, the dozen..	0	0	1½
.....	all other Skins, and all parts and pieces of Hides and Skins not herein-before partic- ularly enumerated.....	0	0	6
—	Dressed in Oil, Buck and Deer Skins, the lb.....	0	0	9
.....	Elk Skins.....	0	0	10
.....	Sheep and Lamb Skins.....	0	0	2½
.....	Goat and Beaver Skins.....	0	0	3
.....	all other Skins, and of all Hides and parts and pieces of Hides and Skins.....	0	0	4
—	Vellum, the dozen.....	0	3	0
—	Parchment, the dozen.....	0	1	6
—	Tanned, manufactured and actually made into Goods, or in a curried state, the lb.....	0	0	0½
—	Tawed, Boots, Shoes, and Gloves, and other manu- factures made of tawed or dressed Leather, the lb.	0	0	1½
—	Dressed in Oil, Buck and Doe Skins and Elk Skins, manufactured into Goods, the lb.....	0	0	9
.....	Sheep and Lamb Skins manufactured into Goods, the lb.....	0	0	2½
.....	Elk Skins manufactured into Goods, the lb.....	0	0	10
.....	Hides and Skins not herein-before enumerated, manufactured into Goods, the lb.....	0	0	4
HOPS, of the growth of Great Britain.....		0	0	0
—	of the growth of Ireland, the lb.....	0	0	2
MALT, English measure, the bushel.....		0	0	¼
MEAD and METHEGLIN, English wine measure, the gal.		0	1	1⅞
MUM, the barrel of 36 gallons, English ale measure.....		0	9	2
PAPER and PASTE BOARDS, 1st Class, viz. all Paper other than Brown Paper, made of old ropes or cordage only, without separating or extracting the pitch or tar, or any part therefrom, and without any mixture of other materials therewith, and not being glazed Paper for clothiers and hot-pressers, or Sheeting Paper, or Button Paper or Button Board		0	0	0
—	2d Class, viz. all brown Paper made of old ropes or Cordage only, as aforesaid, the lb.....	0	0	0½
—	Button Paper or Button board, the cwt.....	0	11	8
—	Glazed and Dressed Paper, the cwt.....	0	16	0
—	Millboard, Scaleboard, and sheeting Paper, the cwt.	0	1	0
—	Pasteboard, made from Paper wholly of the 2d Class, British imported into Ireland, or Irish exported to Great Britain, the cwt. in British Currency....	0	6	0

(a) See note, page 466.

FOR GREAT BRITAIN. (a)

DUTY on *Irish Articles Imported into Great Britain, and* DRAWBACK
on *British Articles Exported to Ireland.*

Excise.

PAPER and PASTE BOARDS, *continued.*

£ s. d.

— Pasteboard, made wholly or in part from Paper, Millboard, button Paper, button Board, glazed Paper, or sheating Paper, other than paper of the 2d class, the cwt.	0	8	0
— Cards, Books, Maps, and Prints, whether bound or unbound.	0	0	0
PLATE, Wrought, British imported into Ireland, or Irish exported to Great Britain, the oz. in British Currency.	0	1	0
POWDER, Hair, the lb.	0	0	3½
PRINTED GOODS, Paper Stained, Printed or Painted, to serve for Hangings or other uses, the square yard.	0	0	0½
— Foreign Calico and Muslin Printed, Painted, Stained, or Dyed (except dyed throughout of one colour,) the square yard.	0	0	7
— Calicoes, Muslins, Linens and Stuffs, made either of Cotton or Linen mixed with other materials, Fustians, Velvets, Ververets, Dimities, and other figured Stuffs, made of Cotton and other materials mixed or wholly made of Cotton Wool, and which shall be printed, stained, painted, or dyed, and all other printed, stained, painted or dyed Stuffs, except such as shall be dyed throughout of one colour only, and except Stuffs made of woollen, or whereof the greater part in value shall be woollen, the square yard.	0	0	3½
— Printed, Stained, Painted, or Dyed Silks, except such as shall be dyed throughout of one colour only, the square yard.	0	0	6
SALT, Manufactured Salt the bushel 56 lb. from the Warehouses in England or from Scotland, Customs in Ireland, Irish Currency.	0	2	0
— Rock Salt from British Pits or Warehouses, the bushel 65 lb. imported into Ireland, or Irish exported to Great Britain, Customs in Ireland, Irish Currency.	0	1	6
— English Salt Duty paid, passing from England to Ireland.	0	0	0
— Irish Salt or Rock Salt duty paid and brought from Ireland to England, the bushel.	0	2	0
— Mineral Alkali called Soda, the ton.	0	1	10
No salt shall be imported from Ireland into Great Britain in any vessel of less burthen than 100 tons, on pain of forfeiture of all such salt, and of such vessel, her tackle, &c. 45 Geo. 3. c. 14. § 9.			
SOAP, Hard, Cake, or Ball, the lb.	0	0	3
— Soft, the lb.	0	0	1½

(a) See note, page 466.

FOR GREAT BRITAIN. (a)

DUTY on Irish Articles Imported into Great Britain, and DRAWBACK
on British Articles Exported to Ireland.

Excise.

£ s. d

SPIRITS, Irish Spirits, from Ireland into England, at a strength not exceeding seven <i>per cent.</i> above hydrometer proof, (b) and so in proportion for any greater degree of strength, not exceeding twenty-one <i>per cent.</i> above hydrometer proof, the gallon, English wine measure	0	11	0
———— Irish Spirits, from Ireland into Scotland, at a strength not exceeding seven <i>per cent.</i> above hydrometer proof, (b) and so in proportion for any greater degree of strength, not exceeding twenty-one <i>per cent.</i> above hydrometer proof, the gallon, English wine measure	0	6	0
———— Irish Spirits, from Ireland into Scotland, and from Scotland into England, at a strength not exceeding seven <i>per cent.</i> above hydrometer proof, (b) the gallon, English wine measure ..	0	5	0
———— extracted in Great Britain and exported to Ireland, at the strength of seven <i>per cent.</i> above hydrometer proof, and so in proportion for any greater degree of strength, not exceeding that of twenty-one <i>per cent.</i> above hydrometer proof, a drawback in respect of the malt used and consumed in the extraction of such spirits, the gallon. (c) ..	0	0	6
STARCH, the lb.	0	0	3½
STONE BOTTLES, not exceeding two quarts in measure, or the mouth or neck of which shall not exceed in diameter in the narrowest part of the inside thereof three inches, or if made for the purpose of containing liquid blacking, and shall not exceed one pint in measure, and the mouth or neck of which shall be not less than one inch and a half in diameter in the narrowest part of the inside thereof, and which shall be permanently stamped in the making thereof, in fair and legible characters, with the words “Blacking Bottles,” the cwt.	0	5	0
SWEETS or made WINES, the barrel 32 gallons, Irish Measure, British imported into Ireland, or Irish exported to Great Britain, British Currency.	0	15	9
TOBACCO and SNUFF, in a manufactured state.	0	0	0
VINEGAR or ACETOUS ACID, the gallon, Wine Measure.	0	0	2½
WIRE, Gilt Wire, the ounce Troy	0	1	8
———— Silver Wire, ditto.	0	1	2
———— Gold Thread, Gold Lace, or Gold Fringe, made of Plate Wire, spun upon silk, the lb. Avoirdupois. .	0	15	4
———— Silver Thread, Silver Lace, or Silver Fringe, made of Plate Wire, spun upon Silk, the lb. Avoirdupois. .	0	11	6

ALL ARTICLES not mentioned in this Schedule, nor in PART 3, the growth, produce, or manufacture of Great Britain or Ireland, to pass from either country to the other without Duty or Drawback.

(a) See note, page 466.

(b) As to the strength of spirits, see page 176.

(c) 56 Geo. 3. c. 195.

ISLE OF MAN.

ISLE OF MAN, an island of Great Britain, in the Irish sea, nearly equidistant from the coasts of England, Scotland, and Ireland. It is about 70 miles in circumference, is within the meridians of $4^{\circ} 17'$ and $4^{\circ} 47'$ W. Long. and the parallels of $54^{\circ} 4'$ and $50^{\circ} 27'$ N. Lat. and contains 220 square miles, with about 136 inhabitants to each.

Liverpool is the port in England in which nearly all the trade of the Isle of Man centres.

On the south end of the Isle of Man, are two light-houses, to warn the incautious navigator of his proximity to the dangerous rocks, called "*The Chickens*."

Principal Ports. DOUGLAS—PEEL—and RAMSAY.

Duties from January 5, 1826.

COALS, from the United Kingdom, the chaldron ..	Duty	0	0	3
COFFEE, the lb.....	Duty	0	0	4
HEMP, from foreign parts, the £100 value	Duty	10	0	0
HOPS, from the United Kingdom, the lb.	Duty	0	0	1½
IRON, from foreign parts, the £100 value	Duty	10	0	0
SPIRITS; Foreign Brandy, the gallon.....	Duty	0	4	6
———— Foreign Geneva, the gallon.....	Duty	0	4	6
———— Rum of the British plantations, the gallon,	Duty	0	3	0
SUGAR, Muscovado, the cwt.	Duty	0	1	0
TEA; Bohea, the lb.	Duty	0	0	6
———— Green, the lb.	Duty	0	1	0
TOBACCO, the lb.....	Duty	0	1	6
WINE; <i>French</i> , the tun of 252 gallons.....	Duty	16	0	0
———— Any other sort, the tun of 252 gallons	Duty	12	0	0
WOOD, from foreign parts; <i>viz</i> :				
———— Deal Boards, the £100 value	Duty	10	0	0
———— Timber, the £100 value	Duty	10	0	0
GOODS, imported from the United Kingdom, and entitled to any bounty or drawback of excise on exportation from thence, and not hereinbefore enumerated or charged with duty, the £100 value	Duty	5	0	0
GOODS imported from the United Kingdom, and not hereinbefore charged with duty, the £100 value	Duty	2	10	0
GOODS imported from any place whence such goods may be lawfully imported into the Isle of Man, and not hereinbefore charged with duty, the £100 value.....	Duty	15	0	0

6 Geo. 4. c. 115.

EXEMPTIONS FROM DUTY.

Various Goods. Flax, Flax Seed, Raw or Brown Linen Yarn, Wood Ashes, Weed Ashes, Flesh of all sorts; also Corn, Grain, or Meal of all sorts when importable; any of which goods may be imported into the Isle of Man from any place in any ship, *Duty Free*.

British Goods. Any sort of White or Brown Linen Cloth, Hemp Seed, Horses, Black Cattle, Sheep, all Utensils and Instruments fit and necessary to be employed in manufactures, in fisheries, or in agriculture, Bricks, Tiles, all sorts of young Trees, Sea Shells, Lime, Soap-

ers' Waste, Packthread, small Cordage for nets, Salt, Boards, Timber, Wood Hoops, being the growth, production or manufacture of the United Kingdom, and imported thence in British ships, *Duty Free*.

British Colonial Goods. Iron in rods or bars, Cotton, Indigo, Naval Stores, and any sort of Wood commonly called Lumber, *viz.* Deals of all sorts, Timber, Balks of all sizes, Barrel Boards, Clap Boards, Pipe Boards, or Pipe Hold, White Boards for shoemakers, Broom and Cant Spars, Bow Staves, Capravan, Clap Holt, Ebony Wood, Headings for pipes and for hogsheds and for barrels, Hoops for coopers, Oars, Pipe and Hogshhead Staves, Barrel Staves, Firkin Staves, Trunnels, Speckled Wood, Sweet Wood, small Spars, Oak Plank and Wainscot, being of the growth, production, or manufacture of any British colony or plantation in America or the West Indies, and imported from the United Kingdom in British ships, *Duty Free.* § 2.

British Goods to be upon Cockets. No goods shall be entered in the Isle of Man, as being the growth, produce, or manufacture of the United Kingdom, or as being imported thence, except such goods as shall appear upon the cockets of the ship importing the same, to have been duly cleared at some port in the United Kingdom, to be exported to the same isle. § 3.

Goods importable under Licence. The several sorts of goods hereinafter enumerated shall not be imported into the Isle of Man, nor exported from any place to be carried to the Isle of Man, without the licence of the commissioners of customs first obtained; nor in greater quantities in the whole, in any one year, than the respective quantities of such goods specified herein; and such goods shall not be so exported nor so imported, except from the respective places herein set forth, and according to the rules subjoined thereto; *viz.*

LICENCE GOODS:

From the United Kingdom, or from any place from which the same might be imported into the United Kingdom, for consumption therein.

Wine..... One hundred and ten tuns.

Foreign Brandy Ten thousand gallons.

Foreign Geneva Ten thousand gallons.

From Great Britain.

Rum of the British Plantations.. Sixty thousand gallons.

From England.

Bohea Tea..... Fifty thousand pounds.

Green Tea..... Five thousand pounds.

Coffee..... Eight thousand pounds. (a)

(a) By 7 Geo. 4. c. 48. § 11. it shall be lawful to export from the United Kingdom to the Isle of Man, and to import into the Isle of Man direct from the United Kingdom, without the licence of the commissioners of the customs, any quantity of coffee of the British plantations upon which the duty payable in the United Kingdom shall have been paid; and a drawback of four pence for every pound of such coffee shall be allowed upon the exportation thereof.

Tobacco.....	Sixty thousand pounds.(a).
Muscovado Sugar.....	Six thousand hundred weight.
Playing Cards	Four thousand packs.

From the port of Liverpool.

Refined Sugar	Four hundred hundred weight.
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Additional Quantities.

And such additional quantities of any of such several sorts of goods as the commissioners of His Majesty's treasury shall, from time to time, under any special circumstances of necessity, direct, from such ports respectively ;

RULES.

1. *Ships.* Goods to be imported into the port of Douglas, and by His Majesty's subjects, and in British ships of the burthen of fifty tons or upwards :

2. *Tobacco.* Tobacco to be shipped only in ports in England, where tobacco is allowed to be imported and warehoused without payment of duty :

3. *Wine.* Wine to be so imported only in packages containing not less than a hogshead each, or in cases containing not less than three dozen reputed quart bottles, or six dozen reputed pint bottles each :

4. *Spirits.* Brandy and Geneva to be imported only in casks containing one hundred gallons each, at least :

5. *Strength of Spirits.* Brandy and Geneva not to be of greater or higher degree of strength than that of one to nine over hydrometer proof :

6. *Warehouse Goods.* Such goods, when exported from Great Britain, may be so exported from the warehouse in which they may have been secured without payment of duty :

7. *Drawbacks.* If the duties of importation have been paid in the United Kingdom on such goods, a full drawback of such duties shall be allowed on the exportation :

8. *Sugar Bounty.* Upon the exportation from Liverpool of such Refined Sugar, the same bounty shall be allowed as would be allowable on exportation to foreign parts :

9. *Export Bond and Oath.* Upon exportation from the United Kingdom of any such goods from the warehouse, or for drawback, or for bounty, so much of the form of the bond, or of the oath, or of any other document required in the case of exportation of such goods generally to

(a) By 7 Geo. 4. c. 48. § 38. so much of any act as extends to prevent the exportation of tobacco from the warehouse to the islands of Guernsey, Jersey, Alderney, or Sark, without the licence of the commissioners of customs, or to limit the quantity of tobacco which may be so exported to those islands, is *repealed*.

foreign parts, as is intended to prevent the landing of the same in the Isle of Man, shall be omitted :

10. *Certificate of Landing.* No drawback or bounty to be allowed, nor export bond cancelled, until a certificate of the due landing of the goods at the port of Douglas be produced from the collector and controller of the customs at that port :

11. *Goods laden in Foreign Ports.* If any goods be laden at any foreign place, the species and quantity of such goods, with the marks, numbers, and denominations of the casks or packages containing the same, shall be indorsed on the licence, and signed by the British consul at the port of lading, or if there be no British consul, by two known British merchants :

12. *Delivery of Licence.* Upon importation into the port of Douglas of any such goods, the licence for the same shall be delivered up to the collector or controller of that port. § 4.

When Application for Licence to be made and entered in a Book. Every application for licence to import any of the goods into the Isle of Man shall be made in writing, and delivered between the 5th May and the 5th July in each year, to the collector or controller of the port of Douglas in the said isle ; and such application shall specify the date thereof, and the name, residence, and occupation of the person applying, and the description and quantity of each article for which such licence is required ; and all such applications with such particulars shall be entered in a book to be kept at the custom house at the port of Douglas, and to be there open for public inspection during the hours of business ; and on the 5th July in each year such book shall be closed ; and within fourteen days thereafter, the collector and controller shall make out and sign a true copy of such entries, specifying the applicants resident and the applicants not resident in the said isle, and deliver or transmit such copy to the governor or lieutenant governor of the said isle for the time being. § 5.

How and when Governor to allot Quantities, and report to Treasury and Commissioners of Customs. Within fourteen days after the receipt of such copy, the governor or lieutenant governor of the Isle of Man shall allot the whole quantity of each article, in the first place among the applicants resident in the island, in case the whole quantity of any article shall not have been applied for by residents ; then shall allot the quantity not so applied for among the non-resident applicants, in such proportions in all cases as he shall judge most fair and equitable ; and shall cause a report thereon to be drawn up in writing, and sign and transmit the same to the commissioners

commissioners of His Majesty's treasury of the United Kingdom of Great Britain and Ireland, and shall cause a duplicate of such report so signed to be transmitted to commissioners of customs. § 6.

How and when Commissioners of Customs to grant Licences. Upon receipt of such duplicate report the commissioners of customs shall grant licences to continue in force for any period until the 5th July then next ensuing, for the importation into the Isle of Man of the quantities of such goods as are allowed by law to be so imported, with their licence, according to the allotments in such report, and dividing the whole portion allotted to any one applicant into several licences, as they shall be desired and see fit; and such licences shall be transmitted without delay to the collector and controller of Douglas, to be by them delivered to the different applicants, after taking bond for the same under the provisions of this act. § 7.

Before Delivery of Licences, Bond to be given.—How Licence not taken up may be transferred. Previous to the delivery of any such licences to the persons to whom they are granted, the collector and controller of Douglas shall take the bond of such persons to His Majesty, with sufficient security for the importation of the articles for which the licences are respectively granted, on or before the 5th of July succeeding the delivery of such licences, with such conditions, and for the forfeiture of such sums, not exceeding the whole amount of duties payable in Great Britain on articles similar to those specified in such licences as the commissioners of customs shall think fit: provided, that if any person to whom such licence shall be granted, shall not have given such bond prior to 5th January next after the granting such licence, it shall be lawful for the governor or lieutenant governor of the said isle, if he shall see fit, to transfer any such licence to any other person who shall be desirous to take up the same, and willing and able to give such bond; and such transfer shall be notified by indorsement on the licence signed by such governor or lieutenant governor. § 8.

Counterfeiting Licence. If any person counterfeit or falsify any licence or other document required for the importation into the Isle of Man of any goods which would otherwise be prohibited to be imported into the said isle, or shall knowingly or wilfully make use of any such licence or other document, so counterfeited or falsified, such person shall for every such offence forfeit £500. § 9.

Goods not to be re-exported.—Size of Coasting Vessels.—Packages.—Wine. It shall not be lawful to re-export from the Isle of Man any goods which have been imported into the said isle with licence of the commissioners of customs; and it shall not be lawful to carry any such goods coastwise from one part of the said isle to another, except in vessels of 100 tons burthen at the least, and in the same packages in which such goods were imported into the said isle: and it shall not be lawful to remove any wine from one part of the said isle to another, by and except in such packages or in bottles. § 10.

Foreign Goods to United Kingdom. It shall not be lawful to export from the Isle of Man to any part of the United Kingdom any goods which are of the growth, produce, or manufacture of any foreign country. § 11.

Goods contrary to Law. If any goods be imported into or exported from the Isle of Man; or carried coastwise from one part of the said isle to another part of the same; or be waterborne, or brought to any wharf
or

or other place, with intent to be waterborne, to be so exported or carried; or be removed by land within the said isle, contrary to this act; the same and the packages containing the same shall be forfeited, together with all ships or boats, and all cattle and carriages used or employed therein; and every person offending therein shall forfeit for every such offence £100, or the full amount of all duties which would be payable in respect of such or similar goods for home consumption of the same in the United Kingdom, at the election of the commissioners of customs. § 12.

Prohibited Goods. The several sorts of goods hereinafter mentioned shall not be imported into the Isle of Man; viz.

PROHIBITIONS.

Goods, the produce or manufacture of places within the limits of the East India Company's charter; except from the United Kingdom:

Cotton Yarn, Cotton Cloth, Linen Cloth, Glass Manufactures, Woollen Manufactures, unless *bonâ fide* laden in and imported directly from the United Kingdom:

British distilled Spirits:

All goods prohibited to be imported into the United Kingdom, to be used or consumed therein, on account of the sort or description of the same. (a) § 13.

Spirits, Tea, and Tobacco, for Use of Seamen, in decked Vessels or in open Boats. If any decked vessel, bound from the Isle of Man to any port of Great Britain or Ireland, shall have on board, for the use of the seamen, any spirits exceeding the quantity of half a gallon for each seaman, or any tobacco exceeding 1 lb. for each seaman, or any tea exceeding 2 lb. for the whole of the seamen on board such vessel; or if any open boat bound from the Isle of Man to any port of Great Britain or Ireland, shall have on board for the use of the seamen any spirits exceeding one quart for each seaman, or any tobacco exceeding half a pound for each seaman, or any tea exceeding 1 lb. for the whole of the seamen on board such boat, all such foreign spirits, tobacco, and tea respectively, together with the packages containing the same, and also every such vessel or boat, together with all the guns, furniture, ammunition, tackle, and apparel thereof, shall be forfeited. § 14.

AN ACCOUNT of all Goods or Raw Produce of Great Britain, not chargeable with Excise or other Duty, Imported into the Isle of Man, from 5th January 1820, to 5th January 1825; distinguishing the amount of Duty paid on each separate Article.

	£.	s.	d.
1821	1251	14	6 $\frac{3}{4}$
1822	1362	16	4 $\frac{1}{2}$
1823	970	5	4
1824	1023	8	7 $\frac{3}{4}$
1825	1208	11	2 $\frac{1}{2}$
Total	5816	16	1 $\frac{1}{2}$

GUERNSEY, JERSEY, ALDERNEY, AND SARK.

GUERNSEY, an island in the English channel, near the coasts of Brittany and Normandy, lies in the spacious gulf termed

Mount St. Michael's bay. Guernsey extends nine miles in length, by six in breadth, and is about 39 in circuit. Most of the natives

(a) See page 17.

have a greater resemblance to the French than to the English nation. All their domestic utensils and implements of husbandry are after the French fashion, as also their dress, speech, and mode of living. These, however, among the higher ranks, are receiving great modifications from an increasing intercourse with England. The chief town of the island is termed St. Peter's Port, and is situated on the east coast, with a good harbour, formed by a pier, which extends towards the north 460 feet, and towards the south 757 feet. Distant from Cape la Hague 26 miles W. S. W.; from Cherbourg 36 W. by S.; from Portland 51 S.: from Portsmouth 94 S. W.; from Southampton 108 S. W. by S. Long. 2. 40. W. Lat. 49. 33. N.

JERSEY, a thriving and very populous island in the English channel, the largest and most southerly of that group on the coast of France which form an appendage to the English crown. The climate is exceedingly mild, the soil fertile, and the situation well adapted to commerce. The inhabitants, though subject to England, still

speak the French language. Considerable quantities of cider are made here, which are exported to various parts of England. Population, in 1806, 22,855. Distant from Weymouth, the nearest shore of England, 75 miles; from Southampton 120; and from Carteret and Boil, the nearest of the French ports, 17. Long. of St. Aubin, 2. 11. W. Lat. 49. 13. N.

ALDERNEY, an island in the English channel, 7 miles from Cape la Hague, on the coast of Normandy. The intermediate channel, called the *Race of Alderney*, is of dangerous navigation in stormy weather. This island is 4 miles long from east to west, and $1\frac{1}{2}$ broad, being about 10 miles in circuit. It is begirt with rocks, and forms part of a long chain extending to the Caskets whereon a lighthouse has been lately erected. Population 1300. Distant from Guernsey 18 miles N. E.

SARK, a small island in the English channel. It is situated near the coast of France, extends about two miles in length, and as much in breadth, and contains about 300 inhabitants. Long. 2. 52. W. Lat. 49. 30. N.

In what Ships Goods from Guernsey, &c. No goods shall be imported into the United Kingdom from the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. 6 Geo. 4. c. 109. § 6.

In what Ships Goods to be Exported from United Kingdom to British Possessions. No goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. § 7.

In what Ships Trade between Guernsey, Jersey, &c. to be carried on. No goods shall be carried from any of the islands of Guernsey, Jersey, Alderney, Sark, or Man, to any other of such islands; nor from one part of any such island to another part of the same island, except in British ships. § 9.

Ship and Cargo to be Reported. The master of every ship arriving in the islands of Guernsey, Jersey, Alderney, or Sark, whether laden or in ballast, shall come directly, and before bulk be broken to the custom-house for the port or district where he arrives, and there make a report upon oath in writing to the collector or controller, or other proper officer, of the arrival and voyage of such ship, stating her name, country, and tonnage, and if British the port of registry, the name and country of the master, the country of the owners, the number of the crew, and how many are of the country of such ship, and whether she be laden or in ballast, and if laden, the marks, numbers, and contents of every package and parcel of goods on board, and where the same were laden, and where and to whom consigned, and where any and what goods, if any, had been unladen during the voyage, as far as any of such particulars can be known to him; and the master shall further answer upon oath all such questions concerning the ship, and the cargo, and the crew, and the voyage, as shall be demanded of him by such officer; and if any goods be unladen from any ship before such report be made, or if the master fail to make such report, or make an untrue report, or do not truly answer the questions demanded of him, he shall forfeit £100; and if any goods be not reported, such goods shall be forfeited. 6 Geo. 4. c. 114. § 15.

Entry Outwards. The master of every ship bound from the islands of Guernsey, Jersey, Alderney, or Sark, shall, before any goods be laden therein, deliver to the collector or controller, or other proper officer, an entry outwards under his hand of the destination of such ship, stating her name, country, and tonnage, and if British the port of registry, the name and country of the master, the country of the owners, the number of the crew, and how many are of the country of such ship; * 2 H 4 *

ship; and if any goods be laden on board any ship before such entry be made, the master of such ship shall forfeit £50; and before such ship depart, the master shall bring and deliver to the collector or controller, or other proper officer, a content in writing under his hand of the goods laden, and the names of the respective shippers and consignees of the goods, with the marks and numbers of the packages or parcels of the same, and shall make oath to the truth of such content as far as any of such particulars can be known to him; and the master of every ship bound from the islands of Guernsey, Jersey, Alderney, or Sark (whether in ballast or laden), shall before departure come before the collector or controller or other proper officer, and answer upon oath all such questions concerning the ship and the cargo, if any, and the crew and the voyage, as shall be demanded of him by such officer; and thereupon the collector and controller or other proper officer, if such ship be laden, shall make out and give to the master a certificate of the clearance of such ship for her intended voyage, containing an account of the total quantities of the several sorts of goods laden therein, or a certificate of her clearance in ballast, as the case may be; and if the ship depart without such clearance, or if the master deliver a false content, or shall not truly answer the questions demanded of him, he shall forfeit the sum of £100. § 16.

Entry of Goods, and Payment of Duty.—Bills of Sight.—Valuation of Goods. [Regulations similar to those in pages 5. 11. and 15.]

Certificate of Production. It shall be lawful for any person who is about to export from any of the islands of Guernsey, Jersey, Alderney, or Sark, to the United Kingdom, or to any of the British possessions in America, any goods of the growth or produce of any of those islands, or any goods manufactured from materials which were the growth or produce thereof, or of the United Kingdom, to go before any magistrate of the island from which the goods are to be exported, and make and sign before him an affidavit that such goods, describing the same, are of such growth or produce, or of such manufacture, and such magistrate shall administer and sign such affidavit; and thereupon the governor, lieutenant governor, or commander-in-chief of the island from which the goods are to be exported, shall, upon the delivery to him of such affidavit, grant a certificate under his hand of the proof contained in such affidavit, stating the ship in which and the port to which, in the United Kingdom, or in any such possession, the goods are to be exported; and such certificate shall be the proper document to be produced at such ports respectively, in proof that the goods mentioned therein are of the growth, produce, or manufacture of such islands respectively. 6 Geo. 4. c. 114. § 79. (a)

Tea and Tobacco. It shall not be lawful to import into any of the islands of Guernsey, Jersey, Alderney, or Sark, any tea, nor any tobacco, except from the United Kingdom; and if any tea or any tobacco be brought into any of the said islands, from any other place than from the United Kingdom, or not having been duly entered and cleared in the

(a) *Tobacco and Spirits.* By 7 Geo. 4. c. 48. § 48, so much of the above act as extends, to prevent the importation of tobacco into the islands of Guernsey, Jersey, Alderney, or Sark, except from the United Kingdom, is hereby repealed; and so much also of the above act as extends to prevent the importation of brandy, geneva, or other spirits, or of tobacco or snuff, into the said islands, in any vessel of less burthen than one hundred tons, so far as the same extends to vessels which are not of less burthen than seventy tons, importing any of such goods from the United Kingdom, is hereby repealed.

United Kingdom, to be exported to such island, the same shall be forfeited. § 80.

Tonnage of Ships and Package of Goods, for Spirits, Tobacco, and Wine. No brandy, geneva, or other spirits, except rum of the British plantations, shall be imported into, or exported from, the islands of Guernsey, Jersey, Alderney, or Sark, or removed from any one to any other of the said islands, or coastwise from any one part to any other part of either of the said islands, or shall be shipped, in order to be so removed or carried, or shall be waterborne, for the purpose of being so shipped in any ship, vessel, or boat of less burthen than 100 tons, nor in any cask or package of less size or content than 40 gallons; nor any tobacco or snuff, in any ship, vessel, or boat of less burthen than 100 tons, nor in any cask or package containing less than 450 lb. (save and except any such spirits or loose tobacco as shall be for the use of the seamen belonging to and on board any such ship, vessel, or boat, not exceeding 2 gallons of the former, and 5 lb. of the latter for each seaman; and also except such manufactured tobacco or snuff as shall have been duly exported as merchandize from Great Britain or Ireland), nor shall any wine be imported into or exported from the said islands of Guernsey, Jersey, Alderney, or Sark, or either of them, or carried from any one of the said islands, to any other thereof, or coastwise, from one part to any other part of the said islands, or be shipped or waterborne for the purpose of being shipped in any ship, vessel, or boat of less burthen than 60 tons, or in any cask containing less than 20 gallons, or any package containing less than three dozen reputed quart bottles, or six dozen reputed pint bottles, on pain of forfeiture of all such foreign brandy, geneva, or other spirits, tobacco, snuff, or wine respectively, together with the casks or packages containing the same; and also every such ship, vessel, or boat, together with all the guns, furniture and ammunition, tackle and apparel thereof. § 81.

Vessels supplying Sark. Nothing herein contained shall extend to subject to forfeiture or seizure, under any of the provisions of this act, any boat not exceeding the burthen of 10 tons, for having on board at any one time any foreign spirits of the quantity of 10 gallons or under, in casks or packages of less size or content than 40 gallons; or any tobacco, snuff, or tea, not exceeding 50 lb. of each, for the supply of the island of Sark, such boat having a licence from the proper officer of customs at either of the islands of Guernsey or Jersey, and for the purpose of being employed in carrying commodities for the supply of the island of Sark, which licence such officer of customs is hereby required to grant, without taking any fee or reward for the same: provided that every such boat having on board at any one time any greater quantity of spirits than 10 gallons, or any greater quantity of tobacco or snuff than 50 lb. of each of the said articles, unless such greater quantity of spirits, tobacco, or snuff, be in casks or packages of the size, content, or weight hereinbefore required, or having on board at any one time any greater quantity of tea than 50 lb. shall be forfeited. § 82.

How Wine may be Imported and Exported in Bottles.—Bond and Certificate. Nothing herein shall extend to prevent the importation into, or exportation from, the islands of Guernsey, Jersey, Alderney, or Sark, of any wine in Bottles shipped in cases or casks only, each containing at least three dozen reputed quart bottles, or six dozen reputed pint bottles: provided, that before any such wine in bottles be shipped for exportation to or for Great Britain or Ireland, the master of the ship or boat, in or

on board of which such wine shall be so intended to be exported, together with one other sufficient surety, shall give bond in the penalty of 40s. per gallon, that the wine so shipped shall (the danger of the seas and enemies excepted) be duly entered and landed at the place in Great Britain or Ireland for which the same shall be declared at the time of giving such bond, (which bond and declaration the proper officer of customs is hereby authorised to take); and such officer is required to furnish the master of the ship or boat in which any such wine may be, with a certificate specifying the number of such packages as aforesaid, and the quantity of wine contained in each, the date of the bond, and the name of the place for which the same shall be so declared; and such bond shall not be delivered up or cancelled until a certificate under the hand of the proper officer of customs in Great Britain or Ireland, of the due landing of the wine mentioned therein, be produced to and left with the officer taking the bond within *three months* after the date of such bond. § 83.

Penalty on Persons found on board Vessels. Every person who shall be found or discovered to have been on board any vessel or boat liable to forfeiture under any act relating to the revenue of customs, for being found within one league of the islands of Guernsey, Jersey, Alderney, or Sark, having on board or in any manner attached or affixed thereto, or having had on board, or in any manner attached or affixed thereto, or conveying, or having conveyed, in any manner, such goods or other things as subject such vessel or boat to forfeiture, or who shall be found or discovered to have been on board any vessel or boat from which any part of the cargo shall have been thrown overboard during chase, or staved or destroyed, shall forfeit £100. § 84.

British Coals. It shall not be lawful for any person to re-export, from any of His Majesty's possessions abroad to any foreign place, any coals the produce of the United Kingdom; and no such coals shall be shipped at any of such possessions, to be exported to any British place, until the exporter or the master of the exporting vessel shall have given bond, with one sufficient surety in double the value of the coals, that such coals shall not be landed at any foreign place. § 85.

EASTLAND.

It shall be lawful for every person, native or foreigner, at all times to have free liberty to trade into and from Sweden, Denmark, and Norway; any thing in the charter of the governor, assistants, and fellowship of merchants of Eastland, or any other charter, or any thing else to the contrary in anywise notwithstanding. 25 Cha. 2. c. 7. § 5.

Whatsoever persons, subjects of this realm, shall desire to be admitted into the fellowship of merchants of Eastland, they shall be so admitted, paying for their admission the sum of 40s. § 6.

The Eastland company subsisted under a charter granted by Queen Elizabeth in 1579, for regulating the commerce into the East country; a name anciently given, and still continued by mercantile people, to the ports of the Baltic sea, more particularly those of Prussia and Livonia. They were by this charter to enjoy the sole trade through the Sound into Norway, Sweden, Poland, Lithuania (excepting Narva, which was within the charter of the Russia Company), Prussia, and also Pomerania, from the river Oder eastward, Dantzic, Elbing, and Koningsberg; also to Copenhagen and Elsinore, and to Finland, Gothland, Bornholm, and Oeland. This charter was confirmed by another from Charles I. in 1629.

—Reeves.

RUSSIA.

RUSSIA.

RUSSIA, an empire which, in point of superficial extent, is the greatest in the world; for it stretches all along the north of the eastern hemisphere, from the Baltic in the west, to the Pacific in the east, a distance of above 9000 English miles, being from the 18th to the 192d degree of E. long. From north to south, its extent, though less vast, is still great, being from the 39th to the 70th, and in some parts to the 76th degree of N. lat. exhibiting an average breadth of nearly 1500 miles, and a total extent of above 7,000,000 square miles. The Russian empire is divided into 51 provinces, of which the whole of 41, and part of 4 others, are in Europe, while Asiatic Russia, though far larger than European Russia, is so thinly peopled as to count only the remaining part of the 4 frontier and 6 entire provinces. The population of Russia is very imperfectly ascertained. According to any estimate that has been made, it amounts to 38,995,000. Such are the returns for 45 great provinces, and 2 smaller divisions. Adding the whole of Asiatic to the whole of European Russia, the amount of recent official statements, would be 53,000,000; to which, adding nearly 3,000,000 for the kingdom of Poland, the result would be a total of 56,000,000 subject to the imperial crown. The most extensive mines are in the elevated region of the Oural and other mountains, which form the boundary between Europe and Asia; others, however, are less remote; and the iron mines at present most productive are not above 60 miles from Moscow. Salt is found in great abundance in particular districts. Agriculture is in general in a very backward state. Rye, barley, and oats, are the principal grains of the northern provinces, wheat being cultivated only in the southern. Potatoes are found in the coldest districts. Hemp and flax are adapted to a great part of the empire. Among the products of the south are tobacco and maize, the latter chiefly in the Crimea. Grazing is a natural occupation in almost every province of the empire. The Russian wool, however, is not as yet fit for the finer cloths. Goats are found in many provinces; and in the south the export of their skins is a branch of commerce, being covered with a kind of silky hair, adapted to the manufacture of shawls. The most profitable objects of

chase are the beaver, the ermine, the martin, the musk deer, and the musk rat. Among the other wild animals are the chamois, the antelope, the elk, the wild goat, and the rein-deer; also wild sheep and boars, and wild fowl, especially the goose and the eyder duck. Large quantities of feathers are annually exported. Manufactures are in a very backward state. The principal branches are linen, woollen, hardware, leather, soap, oil, potash, and mats. As to hardware, Tula, to the south of Moscow, is the Sheffield of Russia. Of woollens, the coarser qualities are made in various parts, the finer almost solely at Jamburg, in the province of St. Petersburg. Moscow contains some silk works, and, along with Petersburg, the chief manufactures of the empire.

Money.—Accounts are kept in Petersburg, and in all Russia, in roubles, at 100 copecks bank notes. Formerly, accounts were kept in silver money, but, by an order from Government, accounts are now kept in bank notes. The silver rouble is also divided into 100 copecks.

For Sterling Value of Coins, see Tables in p. xl.

Weights.—36 English pounds = 40 Russia pounds; 40 Russia pounds = 1 pood; 10 poods = 1 berkowitz. 63 poods are usually computed for a ton of 20 cwt. English.

Measures—Dry Measure. 4 chetwerick = 1 osmin; 1 osmin = 1 chetwert.

A chetwert, according to some calculations, is equal to $5\frac{3}{20}$ Winchester bushels; but, according to others, 100 chertwerts equal 72 Winchester quarters.

Liquid Measure.—2 krash = 1 chetwerki; 4 chetwerki = 1 wedro; 40 wedro = 1 pipe, or $88\frac{1}{2}$ English beer gallons, imperial measure.

Cloth and Long Measures.—1 Russian arsheen = 28.0114 English inches; 100 arsheens = 77.8 English yards; 97 Rhineland feet = 100 English feet; 1 sashe = 7 English, or 6.8 Rhineland feet.

The Russia mile, or werst, is 500 sashes, 1500 arsheens, 3500 English feet, and 3400 Rhineland feet.

Both the Rhineland and English foot are used; the latter however principally for wood.

PORTS WITHOUT THE BALTIC, *viz.*

ARCHANGEL, a well-known trading place, is seated at the mouth of the Dwina, a few miles from the White sea. As a place of commerce, it is much frequented by the traders of all nations, but in particular by the English, the Dutch, and the inhabitants of Bremen and Hamburg. Archangel contains

the chief deposit of foreign articles destined for Siberia. 400 miles N. E. of St. Petersburg.

KOLA, 540 miles N. of St. Petersburg. Long. 32. 30. E. Lat. 68. 22. N.

ONEGA, a town on the White sea, at the mouth of the river Onega.

PORTS WITHIN THE BALTIC, *viz.*

ABO has a commodious harbour. Its foreign trade extends to England, Holland, and the Mediterranean. Long. 22. 7. E. Lat. 60. 28. N.

CARLEBY, OLD, has a good harbour, with dock-yards, and carries on a brisk trade in tar, hemp, and salt. 60 miles S. W. of Cajana. Long. 23. 1. E. Lat. 63. 50. N.

HELSINGFORS, a town with a very good harbour. It has a considerable trade in corn; also in fish, logs, and deals. 104 miles E. S. E. of Abo. Long. 25. 0. 15. E. Lat. 60. 10. N.

JACOBSTADT has a convenient harbour, in the gulf of Bothnia, and a thriving traffic. Population 1600. 50 miles N.N.E. of Wasa. Long. 21. 36. E. Lat. 36. 41. N.

LIBAU exports the produce of the surrounding country, hemp, linseed, &c. It has a commodious harbour for small vessels. Population 5000. 66 miles W. of Mittau. Long. 20. 55. 20. E. Lat. 56. 31. 36. N.

NARVA has a brisk traffic in corn, timber, and flax, which it exports, and in salt, which it imports. Population 3600. 83 miles W. S. W. of St. Petersburg.

PERNAU has 2200 inhabitants. Its harbour admits only small vessels. 105 miles N. by E. of Riga, and 76 S. by W. of Revel.

REVEL, or **KOLYVAN**, the capital of Eshonia, is situated on a small bay of the gulf of Finland. It has an excellent harbour. 200 miles W. of St. Petersburg, and 180 W. by N. of Riga. Long. 24. 39. 9. E. Lat. 59. 26. 38. N.

RIGA, the capital of Livonia. Its harbour is spacious and safe. The average number of vessels arriving yearly at Riga is between 700 and 800. Rye and barley of the neighbouring country form articles of export. The imports comprize groceries of all kinds, printed cottons, woollen, silks, and wine; also bay salt and fish. 285 miles W. S. W. of St. Petersburg, and 235 S. S. E. of Stock-

holm. Long. 24. 7. 45. E. Lat. 56. 5. 1. N.

ST. PETERSBURG, a very large city, and the capital of the Russian empire, is situated at the eastern extremity of the gulf of Finland, at the mouth of the river Neva. The principal articles of export are hemp and flax, leather, and tallow, iron, and the skins of hares and foxes, canvas and other coarse linen. The minor articles are bees' wax, linseed oil, tar, potash, and tobacco. The imports are sugar, coffee, indigo, dyewoods, spices, cottons, hardware, pottery, and in former years refined sugars.

AZOPH, the ancient Palus Meotis, an inland sea of Asiatic Russia, on the confines of Tartary, communicating with the Euxine by a narrow channel, called the Straits of Jenicale. Its figure is extremely irregular, the extreme length from the town of Azoph to Perecop being between 330 and 350 miles, and the extreme breadth about 180; but the average dimensions cannot be estimated to exceed 200 miles by 120. The soundings in general give from 35 to 40 feet in depth. The whole surface, except a portion towards the centre, freezes during about a month in winter. Long. 33. to 39. 30. E. Lat. 45. 20. to 47. 20. N.

AZOPH, a fortified town of Asiatic Russia, on the eastern extremity of the sea of Azoph, at the mouth of the river Don. It is situated on a high ridge, in the same place where the ancient Tanais is conjectured to have stood. But it no longer possesses its former importance, as the whole establishment does not exceed 50 houses, with a corresponding population. 320 miles E. Otchakoff, 812 S. S. E. Petersburg. Long. 39. 14. E. Lat. 47. N.

TAGANROG, a town of European Russia, government of Ekaterinoslav, near the north-west extremity of the sea of Azoph. It has a harbour and fortress, maritime and commercial

commercial courts, a naval hospital, and a lazaretto. Population 6000. 27 miles W. N. W. of Azoph.

ULEABORG, or ULEA. Its chief trade is the export of tar, pitch, salt fish, and salt butter. Long. 25. 23. E. Lat. 65. 40. N.

WASA has a brisk traffic in tar, pitch, and rosin. 180 miles N. of Abo. Long. 21. 29. E. Lat. 63. 5. N.

WINDAU has no harbour, but a large roadstead rendered secure by sand banks. It carries on a considerable trade in export of articles from the interior, viz. corn, timber, flax, hides, tallow; also salt meat. Its population is only 1000. 70 miles W. N. W. of Mittau.

PORT IN THE BLACK SEA, viz.

ODESSA, a flourishing seaport, on a small bay between the mouths of the Dniester and the Dnieper. Without having a river, it has a fine bay, with sufficient depth of water, almost to the very edge, for the largest ships of war. Odessa stands at the north-west corner of the bay of Adschai, 98 miles east of Cherson, in long. 30. 37. 50. E. Lat. 46. 29. 30. N. The port is artificial, and adapted for the reception of about 300 vessels. A light-house has been erected on a projecting point on the south side of the bay. The roadstead is very extensive, and the anchorage safe in summer, being sheltered from every wind but the south-east. The great article of export is corn from the Ukraine and neighbouring provinces. The chief imports are sugar and other colonial produce. Odessa maintains commerce with France, Spain, Italy, the Levant, Anatolia, Hungary, Germany, Eng-

land, Moldavia, Wallachia, Romelia, &c. In general, the articles of importation are wines, cotton-stuffs, perfumes, shawls, oil, spices, tobacco, dried fruits, liqueurs, sulphur, Parmesan cheese, porcelain, cloth, engravings, paper, &c. For some time after the foundation of Odessa, the only article exported were two kinds of grain. But, within the last ten or twelve years a great variety of merchandise has been exported, as French beans, peas, and other legumes, butter, caviare, tallow, hog's-lard, candles, cards, bar-iron, red leather, hides, furs, linen, ironmongery (especially from Tula), starch, chalk, hemp, lint, tar, wax, wax-candles, horse-hair, isinglass, hemp-oil, linseed-oil, fish-oil, honey, potashes, rhubarb, soap, bristles, tobacco, salt beef, pork, hempseed, juniper-berries, mats, timber, &c. &c. —*Lyall.*

Treaty of Peace between His Britannic Majesty and His Majesty the Emperor of all the Russias, done at Orebro, the 6th of July, 1812.

ARTICLE 1. There shall be between His Majesty the Emperor of all the Russias and His Majesty the King of the United Kingdom of Great Britain and Ireland, their heirs and successors, and between their kingdoms and subjects respectively, a firm, true, and inviolable peace, and a sincere and perfect union and amity; so that, from this moment, all subjects of disagreement that may have subsisted between them shall cease.

2. The relations of amity and commerce between the two countries shall be re-established, on each side, on the footing of the most favoured nations.

3. If in resentment of the present re-establishment of peace and good understanding between the two countries, any power whatsoever shall make war upon His Imperial Majesty or His Britannic Majesty, the two contracting sovereigns agree to act in support of each other for the maintenance and security of their respective kingdoms.

4. The two high contracting parties reserve to themselves to establish a proper understanding and adjustment, as soon as possible, with respect to all matters which may concern their eventual interests political as well as commercial.

5. The present treaty shall be ratified by the two contracting parties, and the ratifications shall be exchanged in six weeks, or sooner, if possible.

And for the due performance of the same, we sign, in virtue of our full powers, and have signed, the present treaty of peace, and have thereto affixed our seals.

Done at Orebro, the 6th (18th) July, 1812.

EDWARD THORNTON.

Ratified the 1st August, 1812.

SUCHTELEN,
PAUL BARON DE NICOLAY.

ALEXANDER,
COUNT ROMANZOW.

Convention

Convention between His Majesty and the Emperor of Russia, signed at Petersburg in February, 1825.

ART. 1. *Freedom of Navigation in Pacific Ocean.* It is agreed that the respective subjects of the high contracting parties shall not be troubled or molested, in any part of the ocean, commonly called the Pacific Ocean, either in navigating the same, in fishing therein, or in landing at such parts of the coast as shall not have been already occupied, in order to trade with the natives, under the restrictions and conditions specified in the following articles.

2. *Britons landing at Russian Establishments, and Russians at North West Coast.* In order to prevent the right of navigating and fishing, exercised upon the ocean by the subjects of the high contracting parties, from becoming the pretext for an illicit commerce, it is agreed that the subjects of His Britannic Majesty shall not land at any place where there may be a Russian establishment, without the permission of the governor or commandant; and, on the other hand, that Russian subjects shall not land, without permission, at any British establishment on the North West Coast.

3. *Line of Demarcation.* The line of demarcation between the possessions of the high contracting parties, upon the coast of the continent, and the islands of America to the north west, shall be drawn in the manner following:—

Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of 54 degrees 40 minutes north latitude, and between the 131st and the 133d degree of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last mentioned point, the line of demarcation shall follow the summit of the mountains situated parallel to the coast, as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally, from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British possessions on the continent of America to the north west.

4. *Prince of Wales Island and other Places.* With reference to the line of demarcation laid down in the preceding article it is understood;

1st. That the island called Prince of Wales Island shall belong wholly to Russia.

2d. That wherever the summit of the mountains which extend in a direction parallel to the coast, from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude, shall prove to be at the distance of more than ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia, as above mentioned, shall be formed by a line parallel to the windings of the coast, and which shall never exceed the distance of ten marine leagues therefrom.

5. *Formation of Establishments.* It is moreover agreed, that no establishment shall be formed by either of the two parties within the limits assigned by the two preceding articles to the possessions of the other: consequently, British subjects shall not form any establishment either upon the coast, or upon the border of the continent comprised within the limits of the Russian possessions, as designated in the two preceding articles; and, in like manner, no establishment shall be formed by Russian subjects beyond the said limits.

6. *Navigating certain Rivers.* It is understood that the subjects of His Britannic Majesty, from whatever quarter they may arrive, whether from the ocean, or from the interior of the continent, shall for ever enjoy the right of navigating freely, and without any hindrance whatever, all the rivers and streams which, in their course towards the Pacific Ocean, may cross the line of demarcation upon the line of coast described in Article 3. of the present convention.

7. *Fishing.* It is also understood, that, for the space of ten years from the signature of the present convention, the vessels of the two powers, or those belonging to their respective subjects, shall mutually be at liberty to frequent, without any hindrance whatever, all the inland seas, the gulfs, havens, and creeks on the coast mentioned in Article 3. for the purposes of fishing and of trading with the natives.

8. *Port of Sitka or Novo Archangelsk.* The port of Sitka, or Novo Archangelsk, shall

shall be open to the commerce and vessels of British subjects for the space of ten years from the date of the exchange of the ratifications of the present convention. In the event of an extension of this term of ten years being granted to any other power, the like extension shall be granted also to Great Britain.

9. *Spirituuous Liquors and Warlike Stores.* The above-mentioned liberty of commerce shall not apply to the trade in spirituous liquors, in fire-arms, or other arms, gunpowder, or other warlike stores; the high contracting parties reciprocally engaging not to permit the above-mentioned articles to be sold or delivered, in any manner whatever, to the natives of the country.

10. *Storms, &c.* Every British or Russian vessel navigating the Pacific Ocean, which may be compelled by storms or by accident, to take shelter in the ports of the parties, shall be at liberty to refit therein, to provide itself with all necessary stores, and to put to sea again, without paying any other than port and light-house dues, which shall be the same as those paid by national vessels. In case, however, the master of such vessel should be under the necessity of disposing of a part of his merchandize in order to defray his expences, he shall conform himself to the regulations and tariffs of the place where he may have landed.

11. *Infraction.* In case of complaint of an infraction of the articles of the present convention, the civil and military authorities of the high contracting parties, without previously acting or taking any forcible measure, shall make an exact and circumstantial report of the matter to their respective courts, who engage to settle the same, in a friendly manner, and according to the principles of justice.

12. *Ratification.* The present convention shall be ratified, and the ratifications shall be exchanged at London, within the space of six weeks, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at St. Petersburg, the 28th [16] February, 1825.

STRATFORD CANNING.

THE COUNT DE NESSELRODE.

PIERRE DE POLETICA.

Russia Company. The Russia Company subsisted by virtue of a charter granted by Philip and Mary in the first and second year of their reign, which was confirmed by a private statute passed in the eighth year of Queen Elizabeth. The charter was granted to them under the style of ‘*The merchants adventurers of England for the discovery of lands, territories, isles, dominions, and seigniories unknown, and not before their late adventure or enterprise by seas or navigation commonly frequented.*’ In the statute they were described by the name of ‘*The fellowship of English merchants for discovery of new trades.*’ The extent of their rights under the statute was, the sole privilege of trading to and from the dominions and territories of the Emperor of Russia laying northward, north-eastward, and north-westward from the city of London; as also to the countries of *Armenia Major or Minor, Media, Hyrcania, Persia*, or the *Caspian Sea*. It was said in stat. 10 & 11 Will. 3. c. 6. to be commonly called the *Russian Company*.—Reeves.

Every subject of this realm desiring admission into the *Russia Company*, on request in that behalf to be made to the governor, consuls, and

assistants of the company, shall be admitted into the company, and shall have all the authorities granted to the company, either by letters patent or act of parliament, as fully as any other member of the company could, can, or may have, by virtue of letters patent or act of Parliament; such subject paying for such his admission, for the use of the company only, £5 and no more. 11 & 12 Wm. 3. c. 6. § 1.

As to the Vessels in which Russian goods are to be imported, see page 1.

As to Duties payable in Great Britain, see PART 1.

TABLE of Duties payable to the Russia Company.

	s.	d.		s.	d.
Ashes, Pot and Pearl, the ton ...	0	6	SKINS AND FURS.		
Annisseed, the cwt.	0	3	Armins, or Ermines, the timber of		
Books, bound, the cwt.	0	2	40 skins	0	2
Bristles, the dozen lb.	0	0½	Bear Skins, each	0	2
Cantharides, the 100 lb.	1	0	Calabar, the timber	0	2
Caviare, the cwt.	0	2	Fox Skins, the 100	0	4½
Copper, the ton	0	6	Sables, the timber	1	6
Cordage, the cwt.	0	2	Wolf, the skin	0	1½
Corn, viz. Wheat, the qr.	0	1	Calf Skins, the 100	0	3
of any other sort, the qr.	0	0½	Hare Skins, the 100 dozen	0	2
Castoreum, the lb.	0	1	Kid Skins, the 120 ...	0	9
Down, the 100 lb.	0	4	Swan Skins, the piece	0	1
Feathers for Beds, the cwt.	0	4			
Flax, the ton	0	6	Tallow, the ton	0	6
Glue, the cwt.	0	1	Tongues, the 100	0	2
Hair, Cow or Ox, the cwt.	0	2	Tow, the ton	0	6
Hemp, the ton	0	6	Wax, Bees, the cwt.	0	2
Hides of Cows or Horses, un-			Wool, the cwt.	0	4
dressed, each	0	0½			
Ditto, Red or Muscovy, each ...	0	1	WOOD.		
Iron, the ton	0	2	Balks, above 5 inches square, the		
Isinglass, the cwt.	0	4	120	0	4
Junk and Rope, the ton	0	2	Ditto, under 5 inches square, the		
			120	0	3
LINEN.			Battens, the 120	0	1½
Narrow Linen or Diaper, the			Clap-Boards, the 120	0	1
120 ells	0	2	Deals, under 21 feet long, the 120	0	4
Linen, 22½ to 31½, the 120 ells ..	0	2	Ditto, above 21 feet long, the 120	0	9
Ditto, 31½ to 45, the 120 ells ...	0	3	Fire-Wood, the fathom ..	0	1
Ditto, 45 and upwards	0	4	Fir Timber, the load	0	1
Sail Cloth, the 120 ells	0	2	Handspikes, the 120	0	1½
Drillings, the 120 ells	0	1	Lath-Wood, the fathom	0	1½
			Masts, great, each	0	2
Linseed, the qr.	0	1	Ditto, middle and small, each ...	0	1
Mats, the 100	0	2	Oars, the 120	0	4½
Pitch and Tar, the last	0	2	Oak Boards, the 120	0	5
Rhubarb, the lb.	0	1½	Oak Plank, the load	0	3
Rope and Junk, the ton	0	2	Oak Timber, the load	0	2
Resin, the cwt.	0	1½	Paling-Boards, the 120	0	1
Saltpetre, the cwt.	0	1½	Spars, the 120	0	2
Seeds for Gardens, the 100 lb. ...	0	1	Staves, the 120	0	1
			Wainscot Logs, the load	0	2

GOODS NOT RATED IN THIS TABLE

are to pay ½ per cent. according to the value, on the declaration of the Importer.

SWEDEN.

SWEDEN, an extensive kingdom in the north of Europe. It lost in 1809 the province of Finland, and in 1814 received the accession of Norway, on ceding the province of Swedish Pomerania. Sweden, exclusive of Norway, but inclusive of Swedish Lapland, is from 55. 20. to 69. of N. lat., about 1,000 miles; its breadth is between 200 and 300 miles, in one part from 11. 10. to 23. 20 of E. long.

Norway, though a distinct kingdom, is governed by the same sovereign. The mercantile navy of Sweden consists of about 11,000 vessels. The imports into Sweden are corn from Poland and Russia; wine from France and the south of Europe; cotton from America and the West Indies; tea from China; sugar, coffee, and other tropical products from the West Indies.

Monies.—1 ore koppar = 1 runstycken; 1 ore silver, or 3 ore koppar = 1 slant; 12 ore, or runstycken = 1 skilling; 48 skilling = 1 riksdaler; 1 riksdaler, 46 skilling specie, or 11 daler 24 ore silver, or 35 daler 8 ore koppar = 1 ducat. Accounts are kept in riksdaler, skillings, and ores. The riksdaler is worth about 4s. 6d.

For sterling value of other coins, see Tables in p. xl.

Weights.—20 pounds = 1 lispund: 20 lispunds = 1 skippund or shippund: 7½ shippund of iron = 1 ton English: or, 6 shippunds (victualii) = 1 ton English: 1 last of corn = 15 shippunds, or 1 ditto (victualii) the standard weight = 12 shippunds. The centner is 120 pounds, the

waag 165, the sten 32, and the lispund 20. The pound victualii weight is divided in 32 lods, the lod into 4 quintins, and the quintin into 69½ as. The as of Sweden is the same as that of Holland. 75 lb. of iron weight = 56 lb. English: 60 lb. victualii weight = 56 lb. English: 90 lb. victualii weight = 79 lb. Hamburg weight: 79 lb. victualii weight = 68 lb. of Amsterdam.

Measures.—57 ells of Sweden = 37 yards English: 28 ells of Sweden = 29 ells of Hamburg: 79 ells of Sweden = 68 of Amsterdam: 95 ells of Sweden = 79 asheens of Russia: 38 feet of Sweden = 37 feet English: 28 feet of Sweden = 29 feet of Hamburg. The tunna, corn measure, is composed of 2 spanns, 8 fierdings, 32 kappes, 56 kannas, 112 stops, 448 quarters, or 1792 jungfres, and 23 tunnans = 10¼ English quarters, or 75 bushels, imperial measure. In measuring, 4 kappes are allowed to a tunna of wheat, rye, barley, oats, and peas; 6 kappes to a tunna of malt; and 8 kappes to a tunna of salt. The tunna measures 5⅓ cubic feet of Sweden. The fuder is composed of 2 pypen, 4 oxhufs, 6 ahms, 2 ambares, 24 ankares, 360 kannas, 720 stops, 2880 quarters, or 11520 jungfres. The kanna measures 172⅓ cubic inches of Sweden. The ruthe is 8 ells, 16 feet, or 192 inches. The faum, or fathom, is 3 ells or 6 feet. The allen, or ell, is 2 feet, or 24 inches. The fotz, or foot, is 12 inches, or 144 lines.

PORTS WITHOUT THE BALTIC, viz.

ENGELHOLM, situated in a bay on the east side of the Categat, with good anchorage. Population 700. 45 miles N.W. of Christianstadt. Lon. 12. 52. 45. E. Lat. 56. 14. 20. N.

FALKENBERG is situated at the mouth of the Æthra, in the Categat. Population 640. 52 miles N. of Helsingberg. Long. 12. 20. E. Lat. 56. 53. 45. N.

GOTTENBURG, a large and thriving town in the south-west of Sweden, situated near the mouth of the large river called Gotha Elf. The harbour is the most conveniently situated for foreign trade in Sweden. It is commodious for vessels of moderate size, and has a fort on a small rocky island to defend the entrance. As a commercial and manufacturing town, Gottenburg ranks next to Stockholm in the kingdom. Long. 11. 57. 45. E. Lat. 57. 42. 4. N.

HALMSTADT has a harbour, some small manufactures of woollens, and a productive salmon fishery. 96 miles W.N.W.

of Carlscrona. Long. 12. 37. 0. E. Lat. 56. 39. 45. N.

LAHOLM or LAGEHOLM, in the province of Holland, at the mouth of the Laga. Population 850. 30 miles N. of Helsingborg. Long. 13. 1. E. Lat. 56. 32. 38. N.

MARSTRAND, a town at the entrance of the Categat. Population 1,200. 23 miles N.N.W. of Gottenburg. Long. 11. 36. E. Lat. 57. 53. N.

STROMSTADT, a small town in the south-west of Sweden, and has a good harbour. 43 miles N.N.W. of Uddevalla. Long. 11. 12. E. Lat. 58. 55. 30. N.

UDDEVALLA, has a port and a convenient harbour. Its principal trade is in wood, iron, and fish, particularly salted herrings. 205 miles W.S.W. of Stockholm, and 40 E. of Gotheborg. Long. 11. 56. 30. E. Lat. 58. 21. 15. N.

WARBERG, has a secure harbour. 34 miles S. of Gottenburg. Long. 12. 16. E. Lat. 57. 6. 18. N.

PORTS WITHIN THE BALTIC, *viz.*

CALMAR, the capital of the province of Smaland. The harbour is small, but secure. The commerce of the town was formerly very considerable, but a great part of it has been transferred to Stockholm. It consists in the export of timber, alum, tar, and hemp. 150 miles N.E. of Copenhagen, and 190 S.S.W. of Stockholm. Long. 16. 26. E. Lat. 56. 40. 30. N.

CARLSHAMM, a royal staple town, with a good harbour. 12 miles W. of Carls-crona. Long. 14. 39. E. Lat. 56. 12. N.

CARLSCRONA, or **CARSCROON**. The harbour can hold 100 vessels. The exports consist of timber, tar, potash, tallow, and marble. Population 13,800. 220 miles S.S.W. of Stockholm. Long. 15. 33. E. Lat. 56. 6. 57. N.

GEFLE, or **GIAWLE**. The situation is favourable for trade. This river forms a good harbour. The exports are iron, pitch, tar, and planks. Population between 5,000 and 6,000. 60 miles N. of Upsel. Long. 17. 7. 27. E. Lat. 60. 30. 39. N.

HERNOSAND, or **HERNOSUND**, has a good harbour, and was formerly a staple town; its trade, particularly in linen, is still considerable. 240 miles N. by W. of Stockholm. Long. 17. 53. 15. E. Lat. 62. 38. 0. N.

LANDSCRONA. The inhabitants, who amount to 3,800, have a brisk trade. Here are manufactures of gloves, and a yearly fair at Midsummer. The harbour is safe; and is 20 feet deep. 14 miles S. of Helsingborg. Long. 12. 46. 1. E. Lat. 55. 52. 27. N.

MALMO, a town on the sound. It has a considerable trade, and some manufactures.

Population 5,900. 18 miles E.S.E. of Copenhagen. Long. 13. 1. 19. E. Lat. 55. 36. 37. N.

NORDKOPING is well situated for trade, vessels coming up to it by means of the river, where a commodious quay is erected. 70 miles S.W. of Stockholm. Long. 16. 11. E. Lat. 58. 35. N.

STOCKHOLM, a large city, the capital of Sweden, is situated at the junction of the lake Maclar with an inlet of the Baltic. A thousand sail of shipping may lie in the harbour safely, and the largest may come up close to the quays. 320 miles N.E. of Copenhagen, 420 W. of St. Petersburg, and 850 N.E. of London. Long. of the observatory 18. 3. 30. E. Lat. 59. 20. 31. N.

Moneys. Accounts are kept in rix-dollars divided into 48 shillings, or 576 runstycken. The Swedish rix-dollar contains 389 English grains of pure silver and 43 grains of alloy. Its value is therefore 4s. 6d. sterling.

SUNDSWALL. The harbour is large and convenient. The chief trade is in timber and tar; also in linen. 20 miles S. of Hernosand, and 185 N. of Stockholm. Long. 17. 16. 30. E. Lat. 62. 22. 30.

WESTERWYK has manufactures of woollen, and a trade in wood, iron, and naval stores. 68 miles N. of Calmar. Long. 16. 40. 15. E. Lat. 57. 44. 50. N.

WISBY has a commodious, though not large harbour. Long. 18. 26. 30. E. Lat. 57. 39. 15. N.

YSTADT. The harbour is small and insecure; but the new one is more commodious. 35 miles E.S.E. of Malmoe, and 46 S.S.W. of Christianstadt. Long. 13. 48. 30. E. Lat. 55. 25. 31. N.

Treaty of Peace between His Britannic Majesty and His Majesty the King of Sweden, done at Orebro, the 18th July, 1812.

Article 1. There shall be, between their Majesties the King of Sweden and the King of the United Kingdom of Great Britain and Ireland, their heirs and successors, and between their subjects, kingdoms, and states, respectively, a firm, true, and inviolable peace, and a sincere and perfect union and friendship; so that, from this moment, every subject of misunderstanding that may have subsisted between them shall be regarded as entirely ceased and destroyed.

2. The relations of friendship and commerce between the two countries shall be re-established on the footing whereon they stood on the 1st day of January, 1791; and all treaties and conventions subsisting between the two states at that epoch, shall be regarded as renewed and confirmed, and are accordingly, by the present treaty, renewed and confirmed.

3. If in resentment of the present pacification, and the re-establishment of the good intercourse between the two countries, any power whatsoever make war upon Sweden, His Majesty the King of the United Kingdom of Great Britain and Ireland engages to take measures, in concert with His Majesty the King of Sweden, for the security and independence of his states.

4. The present treaty shall be ratified by the two contracting parties, and the ratifications exchanged within six weeks, or sooner, if possible.

In faith whereof, we the undersigned, in virtue of our full powers, have signed the present treaty, and thereto affixed our seals.

Done at Orebro, the 18th July, 1812.

EDWARD THORNTON.

BARON D'ENGERSTROM.

BARON DE WETTERSTEDT.

Treaty between Great Britain and Sweden. Signed at Stockholm 3d March, 1813.

5. *Guadaloupe given up.* The two high contracting parties being desirous of giving a solid and lasting guarantee to their relations, as well political as commercial, His Britannic Majesty, animated with a desire to give to His Ally evident proofs of his sincere friendship, consents to cede to His Majesty the King of Sweden, and to his successors to the Crown of Sweden, in the order of succession established by His said Majesty, and the States-General of his kingdom, under date the 26th of September, 1810, the possessions of Guadaloupe in the West Indies, and to transfer to His Swedish Majesty all the rights of His Britannic Majesty over that island, in so far as His said Majesty actually possess the same. This colony shall be given up to the commissioners of His Majesty the King of Sweden in the course of the month of August of the present year, or three months after the landing of the Swedish troops on the continent; the whole to take place according to the conditions agreed upon between the two high contracting parties, in the separate article annexed to the present treaty.

6. *Right of Entrepôt.* As a reciprocal consequence of what has been stipulated in the preceding article, His Majesty the King of Sweden engages to grant, for the space of twenty years, to take date from the exchange of the ratifications of the present treaty, to the subjects of His Britannic Majesty, the right of entrepôt in the ports of Gottenberg, Carlsham and Stralsund (whenever this last-mentioned place shall return under the Swedish dominion), for all commodities, productions, or merchandize, whether of Great Britain or of her colonies, laden on board British or Swedish vessels. The said commodities or merchandize, whether they be of such kind as may be introduced and subject to duty in Sweden, or whether their introduction be prohibited, shall pay without distinction, as duty of entrepôt, one per cent. *ad valorem*, upon entry, and the same upon discharge. As to every other particular relating to this object, the general regulations existing in Sweden shall be conformed to; treating always the subjects of His Britannic Majesty upon the footing of the most favoured nations.

Done at Stockholm, the 3d of March, 1814.

ALEXANDER HOPE.

LE COMTE D'ENGERSTROM.

EDWARD THORNTON.

G. BARON DE WETTERSTEDT.

*Convention between His Britannic Majesty and His Majesty the King of Sweden.
Signed at London, 13th day of August, 1814.*

1. His Britannic Majesty agrees to pay, and His Swedish Majesty to accept, the sum of 24 millions of livres, in full discharge and satisfaction of his claims under article 9, of the treaty of Paris, by which the Belgic provinces shall be incorporated with Holland as aforesaid. (a)

2. It is agreed and understood, that the above arrangement being contingent upon the due execution of the engagements contained in the treaty of Paris, His Swedish Majesty's rights to compensation from His Britannic Majesty and his allies shall not be prejudiced by any failure or non-fulfilment of the engagements in question, but shall continue in full force and effect, unless otherways satisfied, as if this convention had not been made.

Done at London, the 13th August, 1814.

CASTLEREAGH.

G. M. DE REHAUSEN.

(a) See FRANCE in this PART.

Declarations of Sweden, for the abolition of certain dues affecting British Commerce, in the Ports of Sweden. Signed at Stockholm, April 24, 1824.

DECLARATION.—No. 1.

That English merchant ships arriving in the ports or waters of the kingdom of Sweden, shall in future be placed upon the same footing as national vessels, with respect to pilot, light-house, and tonnage dues, and, in general, with respect to all those duties which are included in the denomination of port dues payable to the crown, (*Skepps-Umgålder*) of whatever description they may be:—

That English merchant ships shall be equally assimilated to national vessels, with respect to salvage dues, without any restriction or difference:

And that, as Swedish commerce is already in the enjoyment of reciprocal advantages in the ports of Great Britain, the above-mentioned arrangements in favour of English commerce, shall be put in force, in all the ports of the kingdom of Sweden, without delay, and with as much expedition as possible.

In witness whereof, the undersigned has signed the present declaration, and has affixed thereto the seal of his arms.

Done at Stockholm, the 24th day of April, 1824.

LAURENT COUNT D'ENGERSTROM.

DECLARATION.—No. 2.

That all articles the growth, produce, or manufacture of the kingdom of Great Britain and of its colonies, which, according to the existing regulations, may be imported into Sweden on board of Swedish vessels, may be imported into Sweden in English ships direct from the ports of Great Britain, without being subject, on their entry, to other or higher duties to the crown, than if imported on board a Swedish vessel:—

That all articles, the exportation whereof is not prohibited, may be exported from the ports of the kingdom of Sweden on board of English vessels, to any place whatever, without being subject, on their export, to other or higher duties to the crown, than if exported on board a Swedish vessel:—

But that, as Swedish merchant vessels do not enjoy the liberty of visiting the ports of the colonies and foreign possessions of England, it is understood that the privileges above specified are not applicable to goods imported into the ports of Sweden, in vessels belonging to the said colonies and foreign possessions, or in vessels strictly English, coming direct from the English colonies:—

And finally, that the above-mentioned stipulations, founded upon the promise of an exact reciprocity in the ports of Great Britain, in favour of Swedish commerce, shall be put in force in the ports of the kingdom of Sweden, from the 1st of June of the present year (1824).

In witness whereof, the undersigned has signed the present declaration, and has affixed thereto the seal of his arms.

Done at Stockholm, the 24th day of April, 1824.

LAURENT COUNT D'ENGESTROM.

By order in council, dated May 25, 1824, from June 1, 1824, Swedish vessels entering the ports of the United Kingdom of Great Britain and Ireland, in ballast or laden, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever, than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into or exported from such ports in British vessels; and also that such articles, when exported from the said ports in Swedish vessels, shall be entitled to the same bounties, drawbacks, and allowances that are granted on similar articles when exported in British vessels.

A convention having recently been entered into by His Britannic Majesty with the King of Sweden, by which the ships of Sweden, and the cargoes imported or exported in them, are to be treated in all respects as British ships and cargoes, by treasury letter, dated May 31, 1824, their Lordships desire, that from and after June 1, 1824, Swedish vessels and their cargoes imported or exported on board the same, shall be charged with such and the like duties only, of whatever kind they may

may be, that are charged on British vessels, and on similar cargoes laden on board the same, and that the same bounties, drawbacks, and allowances, shall be paid on articles exported in Swedish vessels, that are paid, granted, or allowed, on similar articles exported in British vessels.

NORWAY.

NORWAY, an extensive kingdom, united in 1815 to Sweden. Its length is very great, extending from lat. 57. 58. 48. to lat. 71. 11. 30. The inhabitants import from abroad various articles, such as woollens, cottons, silks, groceries, wine, spirituous liquors, and above all, corn. These imports are paid by the export of timber, iron, copper, and, in a less degree, of glass, potash, fish, and oil; also of cattle, hides, and tallow. It is with England, Holland, and Denmark, that the intercourse is greatest. Kelp (obtained from burned sea-weed) is here, as in the west of Scotland, an article of some importance. The main article of export is timber. The mountains are covered with forests of pine, ash, but in particular of fir, which grows over almost all the country. Norway produces iron, and copper of a very superior quality. It has a silver and a gold mine; but neither of them are productive. The same remark applies to the lead mines; and its marble quarries, though said to be good, are very little wrought. Stone for building, and slate, are in great abundance; and the loadstone, or natural magnet, is also frequently found and exported. It has one large salt-work. Timber and iron are the chief support of the export trade. The herring and cod fisheries are the principal branches. Norway, since it has come into the possession of Sweden, is governed as a province of that country, exactly as it was formerly governed as a province of Denmark.

Principal Ports. The following are the principal ports of Norway, *viz.*

ARENDAL, or **ARNDAL**, a small town, on a river of its own name, in the province of Christiansand, not far from the sea. Its foreign trade is chiefly in wood. Iron mines are wrought in the neighbourhood.

BERGEN, the capital of the bishopric and government of Bergenheus. It has a secure harbour, but the access is attended with danger. The inhabitants are computed at 15,000, who employ themselves chiefly in navigation, trade, and fishing. The merchants of Bergen possess a few ships, with which they trade on their own account. 180 miles N. of Stavanger, and 270 S.W. of Drontheim. Long. 7. 14. E. Lat. 60. 10. N.

By order in council, dated June 23, 1824, Norwegian vessels entering the ports of the United Kingdom of Great Britain and Ireland, in ballast or laden, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever, than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into or exported from such ports in British vessels

CHRISTIANA, the capital or seat of government for Norway. It has an excellent harbour, and carries on a considerable trade. The chief exports are fish, tar, soap, vitriol, alum, iron, copper, and timber, chiefly to Britain, but also to France and Denmark. 250 miles W. of Stockholm, and 300 N. by W. of Copenhagen. Long. 10. 48. 45. E. Lat. 59. 55. 20. N.

DRAM. A brisk traffic is here carried on in the timber and iron brought from the interior on the river. The harbour admits only small vessels. The united population is about 6000. 20 miles S.W. of Christiana.

DRONTHEIM is situated on the south bank of the Nid, on an arm of the sea, by which the town is nearly surrounded. The situation is very favourable for trade. The entrance of the harbour is hazardous from concealed rocks, the interior perfectly safe. The chief exports are copper, iron, timber, and fish; the copper is brought from the valuable mines at Roraas. The imports consist chiefly of groceries, cloths, wine, and corn. The number of ships that annually arrive amounts to several hundreds; they are in a great measure British and Dutch, and of small burden, from the difficulty of entering the harbour. Population 8332. 235 miles N.E. of Bergen, and 270 N.W. of Stockholm. Long. 10. 23. 25. E. Lat. 63. 25. 50. N.

FREDERICKSTADT. The inhabitants, in number 1000, are chiefly employed in the wood trade. 43 miles S. of Christiana. Long. 11. 1. E. Lat. 59. 2. N.

KRAGEROE. Long. 9. 30. 42. E. Lat. 53. 51. 35. N.

MOSS, a town in the bishopric of Christiana, on a large bay which forms a harbour of sufficient depth to allow ships of considerable size to come close to the town. It has 3000 inhabitants, with a brisk trade, chiefly in the export of deal. 38 miles S. of Christiana, and 17 N. of Frederickstadt.

TONSBERG, situated on a bay of the Baltic. Its harbour, though difficult of access, is capable of receiving large vessels. It exports timber. 42 miles S. of Christiana. Long. 10. 12. E. Lat. 59. 23. N.

vessels; and also such articles, when exported from the said ports in Norwegian vessels, shall be entitled to the same bounties, drawbacks, and allowances, that are granted on similar articles when exported in British vessels.

By order in council, dated February 19, 1825, the foregoing order is to take effect from June 1, 1824.

DENMARK.

DENMARK, a kingdom in the north of Europe, the continental part of which consists of Jutland, Sleswick, Holstein, and Lauenburg, and the insular part of Zealand, Funen, Langeland, Falster, Laaland; Bornholm, Moen, and a number of smaller islands in the Baltic. It is surrounded by the sea on all sides, except on its southern frontier in Holstein. Its superficial extent is about 22,000 square miles. There are various appendages to the crown of Denmark, *viz.* Iceland and the Faroe islands in Europe, a part of Greenland; Christiansburg, and other small places on the coast of Guinea; Tranquebar on the coast of Coromandel; with factories in the Nicobar islands; and in the West Indies the more important settlements of Santa Cruz, St. Thomas, and St. John.

The principal towns are Copenhagen and Elsinore in Zealand; Odensee in Funen; Aalborg and Colding in Jutland; Flensburg and Tonnungton in Sleswick; Altona and Kie in Holstein. The population is estimated at 1,700,000. The navigation and trade of Denmark has increased greatly during the last century. It is directed partly to the adjacent coasts of the Baltic, partly to England, Holland, France, and the Mediterranean; to the latter they take quantities of dried fish, and are occasionally employed in the carrying trade. The whale fishery employs likewise a portion of their seamen, as well as the more distant voyages to India and China; in the West India trade they have about 70 sail of merchantmen.

PORTS WITHOUT THE BALTIC, *viz.*

ANHOLT, or ANHOUT, a small Danish island in the Cattegat, between Lessoe and Zealand. The approach to the coast is very dangerous, on account of a ridge of sand banks, which extend in a southerly direction for several miles. Here is a light-house. Long. 11. 35. E. Lat. 56. 38. N.

AARHUUS enjoys a good trade with Livonia, Sweden, Norway, Holland, England, France, and even Spain, and has a commodious and safe, though small harbour. The chief article of export is corn, of which no less than 100,000 tons are annually sent out of the country through the medium of this port. Aarhus is the chief point of communication between North Jutland and the island of Zealand. Long. 10. 13. E. Lat. 56. 10. N.

AALBORG, an old, large, and populous town, and after Copenhagen and Odensee the most opulent in Denmark. It carries on a good trade in corn and excellent herrings, and has manufactories of soap, train oil, sugar, silk, flints, pistols, saddles, and gloves. 30 miles N. of Wilborg. Long. 9. 46. E. Lat. 57. 3. N.

FANOE is about 15 miles in circumference, and has a considerable shipping business. Population 2300. Long. 9. 43. E. Lat. 55. 25. N.

FAABORG. Its harbour is shallow and

insecure; and its trade, which is chiefly in provisions, is not considerable. Population 1100. 17 miles S. of Oldensee. Long. 10. 16. E. Lat. 55. 6. N.

FLENSBORG. It has a population of 15,000, and owes its increase to its harbour, which has sufficient depth to admit of the largest vessels being unloaded at the quay, and is screened from all winds by surrounding hills. 16 miles N. of Sleswick. Long. 9. 27. 40. E. Lat. 54. 47. 18. N.

KIOGE, or KOGE, in the island of Zealand. The bay is adapted to the anchorage of a large fleet. Population 1400. 10 miles S. of Copenhagen. Long. 12. 40. E. Lat. 55. 31. N.

NYEBORG has a large, but not very secure harbour; and it is here that ships passing through the Belt pay toll. Population nearly 2000. 16 miles W. of Corsoer. Long. 10. 43. E. Lat. 55. 22. N.

ODENSEE, capital of the island of Funen. It is situated on a river which runs into a large bay, about a mile from the town. 86 miles W.S.W. of Copenhagen, and 68 N.N.E. of Sleswick. Long. 10. 25. 15. E. Lat. 55. 23. 35. N.

SONDERBERG, a town in the island of Alsen, on the coast of Sleswick. It has a good harbour, with a brisk trade. 21 miles W.S.W. of Faaborg.

HOLSTEIN, an extensive duchy at the northern extremity of Germany, bounded by the German ocean and the Elbe on the west and south, the Baltic on the east, and Sleswick on the north. Its principal rivers

are the Elbe, the Eyder, and the Stor. Its productions are wheat, barley, and oats; potatoes, hemp, and flax, with some hops and fruit.

FREDERICKSTADT is at the confluence

ence of the Treen and Eyder. It has manufactures of silk, woollen, starch, and oil; and some navigation. Population 2200. 18 miles W.S.W. of Sleswick. Long. 9. 11. E. Lat. 54. 28. N.

HUSUM has a population of 4000, who carry on a brisk trade in horses, fattened oxen, and beer, chiefly to Hamburg and Lubeck. 16 miles W. of Sleswick. Long. 9. 42. E. Lat. 54. 28. 59. N.

NORDSTRAND, a small island on the west side of the duchy of Sleswick. Long. 8. 48. E. Lat. 54. 37. N.

RANDERS stands on the river Guden, near the Baltic, and is the second town in Jutland. It has a considerable trade in corn; also in beer, in earthenware, and in gloves. Population above 4,600. 23 miles E. of Viborg, and 20 N. by W. of Aarhus. Long. 10. 3. 32. E. Lat. 56. 27. 48. N.

PORTS WITHIN THE BALTIC, viz.

APENRADE, a town in the duchy of Sleswick, situated on an arm of the Baltic, which here forms an insecure harbour, Long. 9. 26. E. Lat. 55. 3. N.

COPENHAGEN (*i. e.* *Merchants' Harbour*), the metropolis of the Danish monarchy, and one of the best built cities in Europe, stands on the east coast of the island of Zealand, in the channel of the Baltic, called the *Sound*, about 20 miles from the narrow passage of that name. The harbour is capable of containing 500 merchantmen, and though the entrance is so narrow that one ship only can enter at a time, the depth is sufficient to admit vessels of the largest size; they come in the canals close to the warehouses, where they load and unload their cargoes. Copenhagen draws from Norway cannon, shot, anchors, and hardware; from Russia, flax, hemp, masts, sailcloth, and cordage; from Sweden, pitch and tar; and from Germany, oak. The principal manufacturing establishments are those of coarse and glazed linen, sailcloth, ticking, cotton stuffs, woollen stuffs, leather, spirituous liquors, and a manufactory of porcelain belonging to the government. Here are also anchor foundries, roperies, and extensive dock yards. 170 miles N. E. of Hamburg, 315 S. W. of Stockholm, and 600 N. E. of London. Long. 12. 35. 6. E. Lat. 55. 41. 4. N.

Moneys.—16 schillings = 1 mark; 24 ditto = 1 ryksort; 4 marks, or 64 schillings = 1 crown; 4 marks = 1 sletdaler (an imaginary coin); 6 ditto = 1 ryksdaler; 13 marks lubs, or 26 marks, Danish currency = 1 christian d'or, 17s. sterling. Accounts are kept in ryksdalers, marks, and schillings Dansk.

For sterling value of other Coins, see Tables in p. xl.

Weights.—16 pounds = 1 lispound; 20

RINGKIOPING, or RINKOPING, has a deep and secure harbour, but the entrance is difficult, on account of sandbanks thrown up by the sea. 52 miles N. by W. of Ripen, and 45 S.W. of Wiborg. Long. 8. 18. E. Lat. 56. 6. N.

RYPEN. Its trade in grain, cattle, and horses, is considerable. 80 miles S. of Wiborg, and 120 N. of Hamburg. Long. 8. 46. E. Lat. 55. 21. N.

TONNINGEN, a small town in Sleswick, near the mouth of the Eyder. It contains only 2000 inhabitants, but is the harbour where all vessels stop at the western extremity, as Kiel at the eastern. The town has also a pretty active traffic in corn, and other country produce. 46 miles E. by N. of Heligoland, and 30 W.S.W. of Sleswick. Long. 8. 48. 45. E. Lat. 54. 19. 25. N.

lis pounds = 1 ship-pound; 100 lb. Danish = 110 lb. English.

Dry Measure.—4 vierfels = 1 scheffel; 8 scheffels = 1 toende or ton; 22 tons = 1 last; 1 last = 10½ Winchester quarters.

Liquid Measure.—4 ankers = 1 ohm; 1½ ohm = 1 hogshead; 2 hogsheads = 1 pipe; 2 pipes = 1 quarter; 1 fuder of wine = 930 pots; 100 pots = 21½ English wine gallons, imperial measure; 1 tun of beer = 136 pots, 24 English beer gallons, imperial measure.

Long Measure.—100 Swedish ells = 68 English yards, imperial measure. 100 Swedish feet = 103 English feet.

ELSNORE, or ELSINEUR, has no harbour, but an excellent roadstead, generally crowded with vessels going up or down the Baltic, and anchoring here, either to pay toll or to take in stores of some kind or other, the supply of which forms the great traffic of the place. The population of the town is nearly 7000; comprising consuls of all the maritime nations of Europe, and several British mercantile establishments. The aggregate number of vessels of all nations passing the Sound is nearly 10,000, of which by far the greater proportion is British; the toll paid by them is one per cent. on the value of the cargoes, in the case of the English, French, Dutch, and Swedes, and one and a quarter per cent. on the cargoes of other nations. Vessels are not actually visited; the tax is calculated on the declaration of the master. 20 miles N. of Copenhagen. Long. 12. 37. 48. E. Lat. 56. 2. 15. N.

ALTONA, or ALTENA, a large city, about two English miles west of Hamburg, situated on the Elbe, in the lordship of Pinneberg, and belonging to the crown of Denmark. Both the inland and foreign commerce here is considerable. The number

of vessels belonging to the harbour is upwards of 100. Their most common destinations, exclusive of the ports in the Baltic and North seas, are the Mediterranean, and the various fisheries for herring, cod, whales, and seals. Ship building is an important branch of employment, and there are here also manufactures of velvet, silk stuffs, calico, stockings, leather, gloves, tobacco, vinegar, starch, wax, and looking-glasses, with sugar refineries, and brandy.

GLUCKSTADT. The navigation is considerable, particularly to the Greenland fisheries. Gluckstadt commands, in a considerable degree, the access to Hamburgh. Population 5200. 28 miles N. W. of Hamburgh. Long. 9. 20. E. Lat. 53. 51. N.

ICELAND, a large island in the Atlantic ocean, belonging to Denmark, and situated from 63. to 67. of N. lat. and between 12. and 25. of W. long. Its distance from the colonised part of Greenland is 166 miles; from the uninhabited part only 95; from the Faroe isles 220; and from Drontheim in Norway 330. Its length from east

KIEL, the capital of the grand duchy of Holstein. The harbour is good, but the trade is limited: the imports are sugar, coffee, cotton, and tobacco; also salt; the exports, the produce of the surrounding country, viz. corn, butter, cheese, and bacon. Ship-building and mercantile agency are the principal occupations here. The manufactures are hats, tobacco, starch, and sugar refining. A great annual fair takes place in January. Long. 10. 8. 18. E. Lat. 54. 10. 43. N.

NEUSTADT, a town on the bay of Lübeck. Population 1400.

RENSBURGH, a town on the Eyder, 50 miles N. of Hamburgh.

to west is about 280 miles, its mean breadth from north to south 210.

FAROE ISLANDS, a group of islands in the Northern ocean, lying between Iceland and Shetland, and between 61. 15. and 62. 20. N. lat. They consist of 25 islands, of which 17 are inhabited.

Treaty of Peace between His Britannic Majesty and His Majesty the King of Denmark, signed at Kiel, the 14th January, 1814.

ARTICLE 1. Peace established.—Prizes. From the moment of the signature of the present treaty there shall be peace and friendship between their Majesties the King of the United Kingdom of Great Britain and Ireland, and the King of Denmark, and between their respective kingdoms, states, and subjects, in all parts of the world. All hostilities between them shall cease, and all prizes taken from the subjects of the respective nations shall be considered as null from the day of the signature of the present treaty, and shall be restored on both sides to their respective owners.

2. Prisoners of War. The respective prisoners of war shall, immediately after the ratification of the present treaty, be restored *en masse*, on payment, on both sides, of the private debts which they shall have contracted.

3. Restoration of Colonies. His Majesty the King of the United Kingdom of Great Britain and Ireland consents to restore to His Danish Majesty all the possessions and colonies which have been conquered by the British arms in this present war, except the island of Heligoland, which His Britannic Majesty reserves to himself with full and unlimited sovereignty.

4. Anholt. The restoring of the colonies shall be performed according to the same rules and principles which were laid down when His Britannic Majesty gave up to His Danish Majesty these same colonies in the year 1801. With regard to the island of Anholt, it is agreed that it shall be given back one month after the ratification of the present treaty, unless the season and the difficulty of navigation should present insurmountable obstacles.

7. Commercial Relations. The commercial relations between the subjects of the high contracting parties shall again return to the usual order, as existing before the present war begun. They moreover reciprocally agree to adopt measures, as soon as possible, for giving the same greater force and extent.

8. Slave Trade. His Majesty the King of the United Kingdom of Great Britain and Ireland, and the British nation, being extremely desirous of totally abolishing the slave trade, the King of Denmark engages to co-operate with His said Majesty for the completion of so beneficent a work, and to prohibit all his subjects, in the most effectual manner, and by the most solemn laws, from taking any share in such trade.

9. Peace with France. The two high contracting parties oblige themselves reciprocally not to conclude any peace or truce with France, but by mutual consent.

10. Norway. Whereas His Danish Majesty, in virtue of the treaty of peace this day concluded with the King of Sweden, has ceded Norway to His said Majesty for a certain provided indemnity, His Britannic Majesty, who thus has seen his engagements contracted with Sweden in this respect fulfilled, promises, in concert with the King of Sweden, to employ his good offices with the allied powers at the general

general peace, to obtain for Denmark a proper indemnity for the cession of Norway.

11. *Sequestrations.* The sequestrations which have been laid, by either of the contracting parties, on property not already confiscated or condemned, shall be raised immediately after the ratification of this treaty.

12. *Stralsund.—Duty.—Vessels.* His Majesty the King of Sweden having engaged, by the 6th article of the treaty of alliance with His Britannic Majesty, concluded at Stockholm the 3d of March, 1813, to grant for a period of 20 years, to be computed from the exchange of the ratifications of the said treaty, to the subjects of His Britannic Majesty the privileges of depôt in the port of Stralsund, of all articles being the growth or manufacture of Great Britain, or of her colonies, on paying a duty of one *per cent. ad valorem* on such articles and merchandize on import and export; His Majesty the King of Denmark promises to fulfil, in his new character of sovereign of Swedish Pomerania, the said stipulation, by substituting Danish for Swedish bottoms.

13. *Ancient Treaties.* All the ancient treaties of peace and commerce between the former sovereigns of England and Denmark are hereby renewed in their full extent, so far as they are not contradictory to the stipulations of the present treaty.

Done at Kiel, the 14th January, 1814.

EDWARD THORNTON.

EDMUND BOURKE.

By order in council, dated June 30, 1824, it is ordered, that from July 1, 1824, Danish vessels entering the ports of the United Kingdom of Great Britain and Ireland, in ballast or laden, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher tonnage duties or charges whatever than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into or exported from such ports in British vessels, and also that such articles, when exported from the said ports in Danish vessels, shall be entitled to the same bounties, drawbacks, and allowances, that are granted on similar articles when exported in British vessels.

Convention of Commerce between Denmark and England, signed at London, the 16th June, 1824.

ARTICLE 1. *Rate of Duty.* From and after the 1st day of July next, Danish vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, and British vessels entering or departing from the ports of His Danish Majesty's dominions, shall not be subject to any other or higher duties or charges whatever, than are or shall be levied on national vessels entering or departing from such ports respectively.

2. *Vessels.* All articles of the growth, produce, or manufacture of any of the dominions of either of the high contracting parties, which are or shall be permitted to be imported into, or exported from, the ports of the United Kingdom and of Denmark respectively, in vessels of the one country, shall, in like manner, be permitted to be imported into and exported from those ports in vessels of the other.

3. *Articles not the Produce of Country.* All articles not of the growth, produce, or manufacture of the dominions of His Britannic Majesty, which can legally be imported from the United Kingdom of Great Britain and Ireland into the ports and dominions of the King of Denmark, in British ships, shall be subject only to the same duties as are payable upon the like articles if imported in Danish ships; and the same reciprocity shall be observed with regard to Danish vessels, in the ports of the said United Kingdom of Great Britain and Ireland, in respect to all articles not the growth, produce, or manufacture of the dominions of His Danish Majesty, which can legally be imported into the ports of the United Kingdom in Danish ships.

4. *Bounties, &c.* All goods which can legally be imported into the ports of either country, shall be admitted at the same rate of duty, whether imported in vessels of the other country, or in national vessels; and all goods which can be legally exported from the ports of either country, shall be entitled to the same bounties,

bounties, drawbacks, and allowances, whether exported in vessels of the other country, or in national vessels.

5. *Purchase of Articles.* No priority or preference shall be given, directly or indirectly, or by the government of either country, or by any company, corporation, or agent, acting on its behalf, or under its authority, in the purchase of any article the growth, produce, or manufacture of either country imported into the other, on account of, or in reference to the character of the vessel in which such article was imported; it being the true intent and meaning of the high contracting parties that no distinction or difference whatever shall be made in this respect.

6. *Colonies.* The high contracting parties having mutually determined not to include, in the present convention, their respective colonies, in which are comprehended, on the part of Denmark, Greenland, Iceland, and the islands of Ferroe: it is expressly agreed that the intercourse which may at present legally be carried on by the subjects or ships of either of the said high contracting parties with the colonies of the other, shall remain upon the same footing as if this convention had never been concluded.

7. *Continuance of Treaty.* The present convention shall be in force for the term of ten years from the date hereof; and further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same; each of the high contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years, and it is hereby agreed between them, that, at the expiration of twelve months after such notice shall have been received by either party from the other, this convention, and all the provisions thereof, shall altogether cease and determine.

8. *Ratification.* The present convention shall be ratified, and the ratifications shall be exchanged at London, within one month from the date hereof, or sooner if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the 16th of June, 1824.

GEORGE CANNING.

W. HUSKISSON.

C. E. MOLTKE.

Separate Article.

Commercial Regulations in general. The high contracting parties reserve to themselves to enter upon additional stipulations for the purpose of facilitating and extending, even beyond what is comprehended in the convention of this date, the commercial regulations of their respective subjects and dominions, upon the principles either of reciprocal or equivalent advantages, as the case may be. And in the event of any articles or article being concluding between the said high contracting parties, for giving effect to such stipulations, it is hereby agreed, that the article or articles which may hereafter be so concluded shall be considered as forming part of the aforesaid convention.

Additional Article.

Personal Property. Their Britannic and Danish Majesties mutually agree, that no higher or other duties shall be levied in either of their dominions (their respective colonies being excepted from the convention of this date), upon any personal property of their respective subjects on the removal of same from the dominions of their said Majesties reciprocally, either upon the inheritance of such property, or otherwise, than are or shall be payable in each state, upon the like property, when removed by a subject of such state, respectively.

PRUSSIA.

PRUSSIA, or the PRUSSIAN STATES, an extensive kingdom in Europe, occupying the north of Poland, and great part of the north of Germany. Its form is long and irregular, extending from south-west to north-east: its breadth varies from 70 miles to 300, while its length, 800 miles, is greater than

that of France or Spain, countries of twice its extent. The whole kingdom is divided (by a decree of the 20th April 1815), into the following 10 provinces, namely, East Prussia, West Prussia, Brandenburg, Pomerania, Westphalia, Cleves and Berg, Silesia, Posen, Saxony, and Lower Rhine; which

which are divided into 28 governments, and these are subdivided into 8 districts. Population 10,330,000. For military purposes the kingdom is divided into five great parts, viz. Prussia, Brandenburg and Pomerania, Silesia and Prussian Poland, Saxony, and finally Westphalia with the Lower Rhine. No country in Europe is more favoured than Prussia in regard to water communication in its interior. The Baltic forms a number of bays, or rather lakes, along its coast, such as the Frische, the Curische, the Putzig, and Stettin Haf; and a succession of large navigable rivers are found at no great distance from each other, such as the Niemen, the Pregel, the Vistula, the Oder, the Elbe, the Weser, and the Rhine, with their numerous tributary streams. Iron, copper, lead, vitriol, alum, saltpetre, are all found, and, in a smaller degree, silver, in the high grounds of the Westphalian and Rhenish provinces, particularly in the mountainous district of the Harsz. Salt from brine springs is abundant in some parts of Prussian Saxony; also coal. Wheat, oats, barley, potatoes, and other similar products, are most generally cultivated; but the capital applied to agriculture is inconsiderable. Cattle and sheep are raised; also horses. Flax is an object of general culture in Westphalia in the west, as in Silesia in the east. Wool also is a general article. With regard to manufactures, Silesia and Westphalia have long been noted for their linens. Woollens also are made, more or less, in almost every town or large village. Cotton works are of recent introduction, and have been established near the Rhine, at Berlin, at Erfurt, at Elberfeld, and in particular quarters of Silesia. Next in importance is the leather manufacture, and after it earthenware, glass, paper, tobacco; also starch, potash, vitriol. Brewing is here, as in the rest of Germany, a branch of great importance. The exports of Prussian manufactures consist of linen, and, in a much less degree, of woollens and hardware, with a long list of raw products, viz. corn, wool, timber, pitch, tar, potash, linseed, tobacco, and wax. To these are to be added, horses, horned cattle, hogs, salt meat, and, from a few maritime towns, the produce of the fisheries. Distilled spirits are, like corn, an article of export from the

eastern and most thinly peopled part of the kingdom. The imports are equally diversified, comprising coffee, cotton, sugar, tea, and other produce of the colonies; the wines, silk, fruit, and bay-salt of the south of Europe; manufactures, such as printed cotton, and the finer hardware; miscellaneous articles, as tin, furs, and dye-stuffs.

Moneys.—12 pfennings = 1 good groschen; 24 good groschen = 1 rix-dollar; 5 rix-dollars = 1 frederick d'or; 2½ ditto = 1 ducat.—In the electorate of Brandenburg accounts are kept in rix-dollars, good groschen, and pfennings. 1 Prussian rix-dollar current is about 36*d.* sterling.

For sterling value of other coins, see Tables in p. xl.

Since the establishment of the Bank at Berlin, accounts are also kept in pounds banco, each pound of 24 groschens banco, or 30 good groschens, and the groschen of 12 pfennings. The coins are, viz.—Of *gold*: frederick of 5 rix-dollars; the double frederick, and half frederick of proportionate value; the ducat = 2½ rix-dollars.—Of *silver*: rix-dollars of 24 good groschens; pieces of 12, 8, 4, 2, and 1 good groschen.—Of *copper*: pieces of 3 and of 1 pfenning; 100 pounds banco = 131½ rix-dollars silver currency.

Weights.—108 lb. Berlin = 112 lb. English; the lispfund = 14 lb. Berlin; 20 lispfunds = 1 schipfund, or 230 lb. Berlin; the stein or stone = 22 lb. Berlin; 5 ditto = 1 centner, or 110 lb. Berlin.

Measures.—52½ scheffels = 9½ quarters English, imperial measure.—A last of corn is 3 wispels, and that of oats and barley only 2.—The wispel measures 2 malters, 24 scheffels; and the scheffel is 4 viertels, 16 metzens, or 64 messgens.—A fudder of wine contains 4 oxhofts, 6 ahms, 12 emiers, 24 ankers.

ELBING. Elbing supplies the adjacent countries with foreign merchandize, as well as with such articles as soap, tobacco, starch, oil, manufactured within its walls; receiving in return, and exporting, corn, potash, butter, cheese, and linen. Population 16,800. 30 miles S. E. of Dantzie. Long. 19. 21. 57. E. Lat. 54. 7. 54. N.

PRINCIPAL PORTS.

KONIGSBERG. Its trade arises from its communication with the interior, partly by a canal, but chiefly by the Pregel. Its exports consist of wheat, rye, hemp, flax, and linseed; also tallow, wax, and oil. The chief imports from England are colonial produce, hardware, printed cottons, and India piece goods: also coals. A considerable

trade is carried on with Holland. Of the manufactures of the town, the chief are woollens, leather, and gloves: other articles, as lace, wax, soap, refined sugar, &c. are also made; and there are breweries and distilleries on a large scale. 76 miles E. N. E. of Dantzie, and 70 S. by W. of Memel. Long. 20. 29. 15. E. Lat. 54. 42. 12. N.

MEMEL,

MEMEL, a town on the small river Dange, adjacent to the Curische Haff, which joins the Baltic here by a narrow strait. It is the commercial centre of a large tract of country, and exports timber, which is brought down in floats; also hemp, flax, and corn. The other articles are hides and skins, tallow, bristles, wax, feathers, and Lithuanian yarn. The imports are chiefly articles of colonial produce, such as coffee, sugar, pepper, dye-woods, tobacco, rum, and manufactured cottons. The average number of merchantmen, great and small, that visit the harbour is from 600 to 700, of which fully two-thirds are British. The harbour of Memel is capacious, but its entrance is obstructed by shoals and quicksands. 70 miles N. N. E. of Königsberg, and 130 N. E. of Dantzic. Long. 21. 5. 20. E. Lat. 55. 42. 15. N.

PILLAUA, the harbour which serves as the port of Königsberg, is commodious, but has only 12 feet of water. The number of vessels amounts to several hundreds annually. 22 miles W. S. W. of Königsberg. Long. 19. 52. 30. E. Lat. 54. 33. 39. N.

DANTZIC, an opulent commercial city

of West Prussia, situated on the left bank of the Vistula, about 5 miles from its mouth. The harbour is formed by the mouth of the Vistula. The chief branch of trade at Dantzic consists in the exportation of corn from Prussia and Poland. This corn is brought down the Vistula in petty vessels of from 30 to 60 tons burden, and deposited in the extensive public granaries, called the *Speichers*. Potash, hemp, flax, linen, timber, all enter into the list of exports. In return, the inland country receives from Dantzic merchandize imported from almost every part of Europe; groceries, wine, oil, woollens, silk, iron, copper, lead, skins, furs, &c. Amber is found in the neighbourhood of Dantzic, and exported to the South of Europe. Of the shipping that frequent the port few comparatively belong to it; the British are the most numerous, and after them the Dutch, Danish, and Swedish.

Money.—Accounts are kept in florins of 30 groschen, or 520 pfennings currency. The rix-dollar of Dantzic contains 230 English grains of pure silver. Its intrinsic value therefore is 32s. 11d. sterling. The florin is $\frac{1}{2}$ of the dollar: so its value is 10s. 7d. sterling.

Convention of Commerce between His Britannic Majesty and the King of Prussia, signed at London, April 2, 1824.

ARTICLE 1. From and after the 1st day of May next, Prussian vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, and British vessels entering or departing from the ports of His Prussian Majesty's dominions, shall not be subject to any other or higher duties or charges whatever, than are or shall be levied on national vessels entering or departing from such ports respectively.

2. All articles of the growth, produce, or manufacture of any of the dominions of either of the high contracting parties, which are or shall be permitted to be imported into or exported from the ports of the United Kingdom and of Prussia, respectively, in vessels of the one country, shall, in like manner, be permitted to be imported into and exported from those ports in vessels of the other.

3. All articles not of the growth, produce, or manufacture of the dominions of His Britannic Majesty, which can legally be imported from the United Kingdom of Great Britain and Ireland into the ports of Prussia, in British ships, shall be subject only to the same duties as are payable upon the like articles, if imported in Prussian ships; and the same reciprocity shall be observed in the ports of the United Kingdom, in respect to all articles not of the growth, produce, or manufacture of the dominions of His Prussian Majesty, which can legally be imported into the ports of the United Kingdom in Prussian ships.

4. All goods, which can legally be imported into the ports of either country, shall be admitted at the same rate of duty, whether imported in vessels of the other country, or in national vessels; and all goods which can be legally exported from the ports of either country, shall be entitled to the same bounties, drawbacks, and allowances, whether exported in vessels of the other country, or in national vessels.

5. No priority or preference shall be given, directly or indirectly, by the government of either country, or by any company, corporation, or agent, acting on its behalf, or under its authority, in the purchase of any article, the growth, produce, or manufacture of either country imported into the other, on account of, or in reference to, the character of the vessel in which such article was imported; it being

being the true intent and meaning of the high contracting parties, that no distinction or difference whatever shall be made in this respect.

6. The present convention shall be in force for the term of *ten years* from the date hereof; and further until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same; each of the high contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years; and it is hereby agreed between them, that at the expiration of twelve months after such notice shall have been received by either party from the other, this convention, and all the provisions thereof, shall altogether cease and determine.

7. The present convention shall be ratified, and the ratifications shall be exchanged at London within one month from the date hereof, or sooner, if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the second day of April, in the year of our Lord one thousand eight hundred and twenty-four.

GEORGE CANNING.

W. HUSKISSON.

WERTHER.

By order in council, dated May 25, 1824, from May 1, 1824, Prussian vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher duties or charges whatever than are or shall be levied on British vessels entering or departing from such ports; that all articles of the growth, produce, or manufacture of any of the dominions of His Prussian Majesty, which are or shall be permitted to be imported into or exported from the ports of the United Kingdom of Great Britain and Ireland in British vessels shall, in like manner, be permitted to be imported into and exported from the said ports in Prussian vessels; that all articles not of the growth, produce, or manufacture of the dominions of His Prussian Majesty, which can legally be imported from Prussia into the ports of the United Kingdom, in Prussian vessels, shall be subject only to the same duties as are payable upon the like articles if imported in British ships; that all goods, which can legally be imported into the ports of the United Kingdom, shall be admitted at the same rate of duty when imported in Prussian vessels that is charged on similar articles imported in British vessels; and that all goods which can be legally exported from the ports of the United Kingdom, shall be entitled to the same bounties, drawbacks, and allowances when exported in Prussian vessels, that are granted, paid, or allowed on similar articles when exported in British vessels.

By treasury letter, dated October 13, 1824, it is stated, that with respect to pilotage and all other duties charged on vessels belonging to Prussia, Sweden, and Norway, Denmark, Hanover, and Hamburg, which have entered, or which may enter, the ports of the United Kingdom, either from stress of weather or from any other causes, it was the intention of the lords of the committee of privy council for trade, that such dues should not be higher than are charged upon British vessels, and that it is only to the case of goods imported into this kingdom, and not brought direct from the country to which the vessel belongs, that the equality of duty does not apply.

By order in council dated May 3, 1826, His Majesty is pleased to declare, that the ships of and belonging to the dominions of His Majesty the King of Prussia, are entitled to the privileges granted by the law of navigation [page 1—5.] and may import from such the dominions of His Majesty the King of Prussia, into any of the British possessions abroad, (a) goods, the produce of such dominions, and may export goods from such British possessions abroad, to be carried to any foreign country whatever.

POMERANIA.

POMERANIA, a large province, lying along the south coast of the Baltic, and extending from Long. 12. 29. to 18. 2. E. and from Lat. 52. to 54. 44. N. Its form is oblong, its length (from east to west) being above 200 miles, while its breadth varies from 30 to 60, and in some places 80 miles. Area 12,000 square miles. Pop. 67,000. It is divided into the governments of Stettin,

Stralsund, and Coslin. The exports from Pomerania consist of corn, cattle, timber, wool, and wax; also of dried fish. The principal imports are sugar, coffee, and cotton goods. This country has a considerable transit business for Silesia and part of Brandenburg, being the channel of export for their linen, and of import for their colonial produce and wine.

PRINCIPAL PORTS.

ANKLAM, the chief town in the circle of the same name in Pomerania, lies about 2 miles west of the Fische Haff. Both the inland and maritime commerce of this town are of considerable importance. The average number of vessels of all sizes, most of them indeed small, which enter the harbour in the course of the year, is 500. It possesses certain staple privileges, has several yearly markets, and manufactures of woollen cloth and other stuffs, leather and snuff boxes. 36 miles S. S. E. of Stralsund.

BARTH, or BARDT, a well-built town, situated on the small river of the same name, which rises near Stralsund, and discharges itself here into a bay of the Baltic. It is one of the principal seaports in the province, and contains 3240 inhabitants in 600 houses. Although small vessels only can approach the town, it carries on a considerable foreign trade; an important branch of which is the exportation of corn and wool to Sweden; it has also several dock yards. 12 miles N. W. of Stralsund. Long. 12. 44. E. Lat. 54. 23. N.

COLBERG, in Farther Pomerania, principality of Cammin, situated on the Persante about half a mile from its mouth, with a harbour in the Baltic. The inhabitants are between 3000 and 4000. Long. 15. 27. E. Lat. 54. 8. N.

DEMMIN. The inhabitants, in number 3200, carry on a traffic by means of the Peene, which is navigable. 27 miles S. of Stralsund, and 70 N. W. of Stettin. Long. 13. 2. E. Lat. 53. 34. N.

GRIEFSWALDE, stands on the Rick, and has a harbour at the influx of the river

into the Baltic, about two miles farther down. Here are manufactures of tobacco and salt; also some maritime trade. Population 3800. Lon. 13. 33. 15. E. Lat. 54. 4. 35. N.

RUGENWALD, a small town in the government of Coslin, on the river Wipper. It contains 2500 inhabitants, who have some trade; but the harbour is too small to admit any thing but barges. 23 miles W. of Stolpe, and 38 E. N. E. of Colberg. Long. 16. 23. 45. E. Lat. 54. 22. N.

STETTIN, a large town, the capital of Pomerania, is situated on the Oder about 60 miles from the Baltic. Stettin is the great outlet for the manufactures of Silesia, and the import of colonial goods and foreign fabrics required by that province, as well as by Berlin and other towns in Brandenburg. Vessels drawing more than seven feet water are obliged to stop at Swinemunde, a small town. Of the exports the leading articles are linen, corn, and timber; of the imports, coffee, sugar, cotton, dyewoods and wine. 80 miles N. N. E. of Berlin. Long. 14 45. 45. E. Lat. 53. 25. 36. N.

STOLPE has some trade in linen and wood, and some petty manufactures of broad cloth, woollen stuffs, and amber. Its harbour is at the small town of Stolpemunde, at the mouth of the river. 110 miles N. E. of Stargard, and 64 W. of Dantzic. Long. 16. 55. 15. E. Lat. 54. 27. 59. N.

STRALSUND. Its harbour is capacious and safe, admitting ships of 15 feet of draught: those of greater burden unload in the roads. Of corn, its principal export, there is sometimes shipped between 30,000

(a) See page 598.

and 40,000 quarters. The imports consist, as in the other towns in the Baltic, chiefly of colonial produce and foreign manufactures. 90 miles N.N.W. of Stettin. Long. 30. 32. E. Lat. 54. 19. N.

UCKERMUNDE, a small town on the Ucker, about a mile above the Freisch

Haff, 31 miles N. W. of Stettin, and 16 E. N. E. of Anclam.

WOLFGAST, about 4 miles from the Baltic. Its chief branch of trade is the export of corn. The harbour is formed by the Peene; but admits only vessels of 120 tons burden. 30 miles E.S.E. of Stralsund.

AUSTRIA.

This empire derives its name from the circle of Austria, which formed the patrimonial possessions of the grand dukes of that house. Austria is merely a French or Italian modification of the German word "Oesterreich," which implies the eastern kingdom, as compared with the more western regions of that country. Besides this province, which constituted the original dominions of the house of Austria, this empire now includes several kingdoms and states which were once independent governments, but have ultimately been subjugated under the Austrian sway, and now form integral parts of that extensive and compact empire, which, in 1816, was computed at 12,204 square German miles, with nearly 28,178,800 inhabitants. The manufacture of cotton now employs about 360,000 persons. Its chief seat is Austria Proper, into which the English machinery and improvements have been introduced: and the quality of the manufactured articles is only inferior to those of England, Saxony, and France. Bohemia, Moravia, and Styria, also participate in the same trade. Linen is likewise an important article in the Austrian manufactures, and is extensively made in Bohemia, Moravia, and Silesia; the latter of which is particularly noted for the fineness of its fabric. More than 80,000 pieces are here annually produced, though without any large establishments. Austria Proper, and Galicia, are both engaged in this branch of industry. One of the chief branches of the Vienna trade is that with Turkey, to which glass, cloth, hardware, and Spanish piastres, are exported; and cotton, coffee, goat's hair, fruits, wines of Greece, and leather, are imported in return. The principal imports of Austria are East and West Indian articles, with some from the Levant and Africa, and a few manufactured goods from the other states of Europe.

The Rhenish wines have long been celebrated, and the German wools have lately come into great eminence. English cloths of Saxony wool are the finest in the world.

Moneys of Account.—Accounts are kept generally throughout Austria, in rix-dollars of 90 creutzers, and florins of 60 creutzers. This is called the *Rix-Dollar current*, in distinction from the *specie*, or *effective Rix-*

Dollar, which is reckoned at 2 florins, or 120 creutzers. In Prussia and Hanover the rix-dollar is divided into 24 gute groschen, or 36 marien groschen. The creutzer is less than a half-penny; the gute groschen is worth seven fathings sterling. The rix-dollar of account is an imaginary money.

Coins—Of Gold—Double souverain = 12½ guldens; souverain = 6½ ditto; imperial ducat = 4 ditto, 30 kreutzers.

A Ducat of Frankfort on the Maine is worth about 9s. 4d. sterling. For sterling value of other coins, see tables in p. xl.

Of Silver—Specie reichsthaler = 2 gulden; gulden = 60 kreutzers.

Of Silver and Copper—Pieces of 1½, 3, 7, 10, 17, and 20 kreutzers.

Of Copper—Kreutzer, gröschel, half kreutzer, and pfenning.

Weights—20 pounds = 1 stone; 5 stones = 1 centner; 4 centners = 1 karsch. A saum generally is 275lb. but of steel is only 250lb.

Dry Measure—2 achtel = 1 viertel; 4 viertel = 1 metzen; 30 metzen = 1 muth, or 48 bush. 3 pecks, imperial measure.

Long Measure—100 ells of Vienna = 85 English yards; 100 feet of Vienna = 104 English; a clafter or fathom of lathwood = six feet; 100 ells of Upper Austria = 78 English yards.

MECKLENBURG, (a) a grand duchy in the north of Germany. It has a territorial extent of 5430 square miles, and a population of 370,000. A proportion of the corn raised here is annually exported; there is also a considerable sale to other countries of wool, of sheep, and of horses, which are large and strong.

ROSTOCK is situated on the river Warnow, eight miles from its mouth. Its trade is carried on chiefly with Holland, England, and the seaports of the Baltic. The chief export is corn; its imports consist of sugar, rum, coffee, tobacco, and bay salt, the latter in large quantities. It is 40 miles W. S. W. of Stralsund.

WISMAR, on the Baltic, opposite the island of Poel, has a safe harbour, though not of sufficient depth for large vessels. It has a considerable shipping trade, particularly in corn. 16 miles N. of Schwerin, and 30 E. of Lubeck. Lon. 11. 39. 24. E. Lat. 53. 52. 54. N.

(a) By order in council, dated June 14, 1825, the order of August 14, 1824, in page 497, with regard to Bremen, applies also to Mecklenburgh.

HANOVER.

HANOVER lies between 6. 51. and 11. 51. of E. long. and 51. 18. and 53. 54. of N. lat. Four fairs are held annually at Hanover, and two at Osnabruck. The goods imported from abroad are English manufactures and colonial produce; linen from Friesland and Prussia; broad cloth,

silk, and jewellery, from France. The chief exports are coarse linen, iron, and copper, timber, with horses and black cattle from various parts of the country. Turf, too, forms, in different places, an article of export of some consequence.

Declarations of Great Britain and Hanover, respecting Reciprocity of Commerce.

The undersigned, His Britannic Majesty's Principal Secretary of State for Foreign Affairs, and the Minister of State and Cabinet of His Majesty the King of Hanover, hereby declare, in the name of their respective governments;

That the Hanoverian government having placed British ships, and all articles imported in such ships, in respect to all duties, whether upon the goods or upon the ships, and in respect to charges and privileges of pilotage, upon the same footing with Hanoverian ships, and the like goods, if imported in such ships, and the said Hanoverian government binding itself to observe these conditions, and any other stipulations in favour of the shipping and commerce of Great Britain, which are contained in a convention between His Britannic Majesty and the King of Prussia, concluded and signed at London on the 2d of April, 1824.

His Britannic Majesty engages to extend to the subjects and shipping of the Kingdom of Hanover, all the benefits secured by the said conventions to the shipping and commerce of Prussia, upon the principles of reciprocity which form the basis of the said convention.

In witness whereof, they have signed the present declaration, and have affixed thereto the seals of their arms.

Done at London, the 12th day of June, in the year of our Lord 1824.

GEORGE CANNING.
MUNSTER.

CUXHAVEN, situated on the left bank of the Elbe, at its mouth. The harbour is large and commodious, and one of the safest on the coast, being resorted to in all cases of danger. It is here that vessels generally take in the pilots to ascend the river to Hamburg; they are bound by their statutes to have always a yacht out at sea, near the outermost buoy, with pilots ready to conduct any vessel that may demand assistance. 60 miles N. W. of Hamburg. The light-house is in long. 8. 43. 1. E. lat. 53. 52. 21. N.

EMBDEN, a considerable seaport, situated on the river Embs or Ems, at its influx into the North sea, at the bay of Dollart. The harbour admits at high water vessels of 13 feet of draught; and the roadstead affords a safe anchorage, and is little more than a mile from the town. There is a considerable export of oats, barley, butter, and cheese. A canal is cut to Aurich, situate 12 miles to the S. W. Long. 7. 11. 1. E. Lat. 53. 22. 3. N.

HESEN, a small town in Brunswick, with 1300 inhabitants. 14 miles N. W. of Halberstadt.

JEVER, on the German ocean, between East Friesland and the duchy of Oldenburg. Its territorial extent is about 106 square miles, and its population 17,000.

KNIPHAUSEN, in the grand duchy of Oldenburg, on the Jade, 39 miles E. of Embden. Long. 8. 0. E. Lat. 53. 33. N.

LEER, in East Friesland, on the Leda, a river which falls into the Ems at a little distance. 14 miles S. E. of Embden. Long. 7. 25. E. Lat. 53. 13. N.

NEUHAUS, a town on the river Oste. Its harbour is obstructed by a sand-bank. The town has, however, some trade in corn and linen. Population 1500. 18 miles W. of Gluckstadt.

NORDEN, a town of Hanover in East Friesland, about two miles from the North sea, on which it has a small but good harbour. It is the oldest town of the province, is tolerably built, and has 3100 inhabitants. 15 miles N. of Embden.

STADE, a town situated on the Schwinge, a navigable river, which falls into the Elbe, at the distance of four miles from the town. The foreign trade is now confined chiefly to the transit business; and a vessel goes daily from this town to Hamburg. At the confluence of the Schwinge and the Elbe, an armed vessel is stationed for collecting the dues imposed on all vessels sailing up or down the Elbe. 22 miles W. by N. of Hamburg, and 85 N. of Hanover. Long. 9. 23. 30. E. Lat. 55. 36. 5. N.

OLDENBURG, a grand duchy, consisting

ing of several scattered portions. Its exports are cattle and horses, flax, and hemp, hops, butter, salt beef, and timber.

ELSFLETH. Vessels of heavy draught anchor at Brack, about 4 miles below. Population 1500. 17 miles E. N. E. of Oldenburg. Long. 8. 26. 19. E. Lat 53. 11. 21. N.

OLDENBURG, (*a*) capital of the grand duchy of the same name, situated on the river Hunte, 82 miles W. N. W. of Hanover, and 76 W. S. W. of Hamburgh. The chief trade is in wood. The manufactures consist only of a sugar refinery, a soap work, and some tanneries. Long. 8. 11. 6. E. Lat. 53. 8. 20. N.

VAREL, a small town in the grand duchy of Oldenburg, on the small river Hase, 17 miles N. of Oldenburg. Population 2600.

HANSE TOWNS, the name of a well-known association of cities of Germany, and other countries, for the protection of trade, which subsisted from the 13th to the 17th centuries.

BREMEN, (*a*) a duchy, lying between the Weser and the Elbe, and having Hadeln on the north, and Luneberg with Verden on the south. It has an extent of 2068 square miles, and a population of 170,000. It produces corn, fruit, hemp, and flax, in great quantities, and abounds likewise in pasture, and yields plenty of buck-wheat. The principal manufactures are linen, ropes, and sail cloth; there are likewise along the river a few yards for ship building.

BREMEN, (*a*) one of the four free cities

of Germany, lies in the duchy of the same name, in the Hanoverian states, and is divided by the Weser into the old and new towns, both of which are fortified: the harbour is at a place called Elfsleth, about six miles nearer the sea. The maritime commerce is extensive. The trade of Bremen is in part founded on its manufactures of refined sugar, cotton, woollen cloths, dye stuffs, &c.; but chiefly on the exportation of the products of Westphalia and Lower Saxony, and the importation of such foreign goods as find a market in these parts of Germany. About 200 Bremen ships pass on an average through the Sound yearly; about 900 enter the port. 54 miles S. W. of Hamburgh, 95 N. W. of Brunswick, and 425 N. W. of Vienna. Long. 8. 48. 3. E. Lat. 53. 4. 45. N.

FRANKFORT ON THE MAINE, a large city, situated on the Maine, about 20 miles above its influx into the Rhine. It contains a population of 41,000. The great distinction of Frankfort is its commercial activity, aided by the navigation of the Rhine and Maine, as well as by the two great fairs held here annually in spring and autumn. Merchandise of all kinds, and from all parts of Europe, are there brought on sale, and the transactions in bills of exchange are very considerable. Long. 8. 36. E. Lat. 50. 7. 29. N.

HAMBURGH, the greatest commercial city in Germany, stands on the Elbe, about 78 miles from its mouth. The Elbe is here

(*a*) By order in council, dated August 14, 1824, it is ordered, that from and after the 10th day of July last, Bremen vessels entering the ports of the United Kingdom of Great Britain and Ireland, in ballast or laden, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into or exported from such ports in British vessels, and also that such articles when exported from the said ports in Bremen vessels, shall be entitled to the same bounties, drawbacks, and allowances, that are granted on similar articles when exported in British vessels.

By order in council, dated October 19th, 1824, His Majesty is pleased to order, that from and after the date of this order, all vessels belonging to the inhabitants of Bremen, and being of less burthen than sixty tons, which shall enter into or clear out from any of the ports of the United Kingdom, shall be, and they are hereby exempted, from taking on board a pilot to conduct them into or from any such port in all cases where British vessels being of less burthen than sixty tons, are not required by law to take pilots.

By orders in council of the same date, the regulations in the two foregoing orders apply also to *Bremen* and *Lubeck*, and the first also to *Oldenburgh*.

from 3 to 6 miles in width: its course is from east to west, and Hamburg stands on the north bank. It is 39 miles S. S. W. of Lubeck, 84 N. of Hanover, and 448 N. E. of London. Long. 9. 58. 35. E. Lat. 53. 32. 51. N.

Moneys.—12 pfennings lubs = 1 schilling; 16 schillings = 1 mark; 3 marks = 1 rix-dollar; 2 marks 32 schillings, or 384 pfennings = 1 rix dollar of exchange.

A rix dollar specie is worth about 4s. 7d. sterling. For sterling value of other coins, see Tables in p. xl.

The above-mentioned denominations are applied to four sorts of money; namely, Banco, Currency, Specie, and Light Money.—*Banco* is the money deposited in the Bank, which is seldom drawn out, but transferred from one person to another in the payment of debts.—*Currency*, or the common coins current in the country, in which current payments are made.—*Specie* signifies the old full weight, as 3 marks to the constitution rix-dollar.—*Light Money* consists of the money at which the nominal value of some foreign coins is given, as the rix-dollar specie, reckoned 4 marks light money, &c. This being, however, above the value which these coins bear in currency, they are reduced to their real value by a discount, or *agio*.

Weights.—2 loths = 1 oz.; 16 oz. = 1 pound; 14 pounds = 1 lispound; 8 lispounds = 1 centner; 2½ centner = 1 ship-pound; a stone of flax = 20 lb.; a stone of wool, or feathers = 10 lb.; 100 lb. = 106½ lb. English.

Dry Measure.—*Of Wheat, Rye, and Peas.*—2 fass = 1 scheffel; 10 scheffels = 1 wispel; 3 wispels = 1 last.

Of Oats and Barley.—3 fass = 1 scheffel;

10 scheffels = 1 wispel; 2 wispels = 1 last; 1 fass = 1½ Winchester bushel. The stock of barley contains 1½ last.

Of Coals.—A keel yields from 8 to 9 lasts.

Wine Measure.—2 Oessels = 1 quartier; 2 quartiers = 1 kannen; 2 kannens = 1 stübchs; 2 stübchs = 1 viertel; 4 viertels = 1 eimer; 1½ eimer = 1 anker; 4 ankers = 1 ahm; 6 ahms = 1 fuder. The anker contains 8½ English wine gallons, imperial measure; a fass of wine is 4 oxhoft, or 6 tierces. The oxhoft or hogshead is of different dimensions, *viz.*—An oxhoft of French wine is 62 to 64 stübchen; an oxhoft of brandy is 30 viertels, or 60 stübchen; a pipe of Spanish wine 96 to 100 stübchen; a ton of beer is 48 stübchen; a pipe of oil is 820 lb. net.

N. B. Whale oil is sold per barrel of 6 steckan, containing 32 English gallons.

100 ells of Hamburg = 62 English yards; 100 Brabant ells = 74 English yards; 100 feet of Hamburg = 94 English feet.

LUBECK, (*a*) a free city in the north of Germany, adjacent to the duchy of Holstein, situated chiefly on a long eminence on the banks of the Trave, a navigable river, which joins the Baltic about 8 miles below. The trade of Lubeck consists partly in the export of corn from the adjoining country; partly in the import of articles for the consumption of its inhabitants and its neighbours. The imports consist chiefly of wine from France, and manufactures from England; the whole to no great amount.

HELIGOLAND, a group of small islands in the North sea, situated about 28 miles from the mouths of the Weser, the Elbe, and the Eider. On the high land is a light-house, whose geographical position is 7. 53. 13. E. long. and 54. 11. 34. N. lat.

AUSTRIAN PORTS ON THE ADRIATIC, *viz.*

FIUME. The harbour, though somewhat difficult of entrance, is very commodious; and large vessels may ride safely at anchor at some distance. Here are several mercantile establishments, which export corn, tobacco, and wood, and import rye, sugar, spices, salt, &c. 5 miles W.N.W. of Buccari, and 36 S. E. of Trieste. Popula-

tion 12,000. Long. 14. 26. 22. E. Lat. 45. 20. 10. N.

TRIESTE, the capital of a district in the Illyrian territory. It is situated near the north-west extremity of the gulf of Venice. The exports from Trieste are the produce of the mines of Idria, and even of Hungary; linen, tobacco, woollens from

(*a*) See note in preceding page.

different

different parts of the Austrian dominions ; also printed cottons from Switzerland. The imports consist of cotton, wool, hides, raisins, silks, rice, oil from the Levant ; wheat chiefly from Odessa ; sugar, coffee, and other tropical products from the West Indies and Brazil. 212 miles S. S. W. of Vienna, and 69 E. N. E. of Venice. Long. 12. 58. 30. E. Lat. 40. 43. N.

By order in council dated 25th May 1824, from May 1, 1824, Hanoverian vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into or exported from such ports in British vessels ; and also that such articles when exported from the said ports in Hanoverian vessels, shall be entitled to the same bounties, drawbacks and allowances, that are granted on similar articles when exported in British vessels.

By order in council, dated June 30, 1824, from July 1, 1824, Hamburg vessels entering the ports of the United Kingdom of Great Britain and Ireland, in ballast or laden, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever, than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into, or exported from such ports in British vessels ; and also that such articles, when exported from the said ports in Hamburg vessels, shall be entitled to the same bounties, drawbacks, and allowances, that are granted on similar articles when exported in British vessels.

Free Navigation of Rivers, affixed to the General Treaty signed in Congress, June 9, 1815, and since acceded to by all the other Powers of Europe.

1. *General Arrangements.* The powers whose states are separated or traversed by the same navigable river, engage to regulate, by common consent, all that regards its navigation. For this purpose they will name commissioners, who shall assemble, at latest, within six months after the termination of Congress, and who shall adopt, as the bases of their proceedings, the following principles :

2. *Principles.—Liberty of Navigation.* The navigation of the rivers, along their whole course, referred to in the preceding article, from the point where each of them becomes navigable, to its mouth, shall be entirely free, and shall not, in respect to commerce, be prohibited to any one ; it being, however, understood, that the regulations established with regard to the police of this navigation shall be respected ; as they will be framed alike for all, and as favourable as possible to the commerce of all nations.

3. *Uniformity of System.* The system that shall be established, both for the collection of the duties and for the maintenance of the police, shall be, as nearly as possible, the same along the whole course of the river ; and shall also extend, unless particular circumstances prevent it, to those of its branches and junctions, which, in their navigable course, separate or traverse different states.

D'ALBERG.
CLANCARTY.
HUMBOLDT.
WESSENBERG.

Navigation of the Rhine.

1. The Navigation of the Rhine, along its whole course, from the point where it becomes navigable to the sea, either in ascending or descending, shall be entirely free, and shall not, in respect to commerce, be prohibited to any one ; due regard, however, being had to the regulations established with respect to its police, which shall be framed alike for all, and as favourable as possible to the commerce of all nations.

Navigation of the Neckar, the Mayne, the Mozelle, the Meuse, and the Scheldt.

1. The same freedom of navigation that has been granted for the Rhine, shall

be extended to the Neckar, the Mayne, the Moselle, the Meuse, and the Scheldt, from the point where each of them become navigable to their mouths.

6. The subjects of the states of the rivers Neckar, the Mayne, and the Moselle, shall enjoy the same rights of navigation on the Rhine, and Prussian subjects on the Meuse, as the subjects of the states of the two last rivers; paying due regard, however, to the regulations therein established.

7. Every thing relating to the navigation of the Scheldt, which may need ulterior arrangement, besides the freedom of navigation on this river, specified in Article 1, shall be definitively regulated in a manner the most favourable to commerce and navigation, and the most analogous to the regulations established on the Rhine.

Treaty of Alliance and Friendship between His Britannic Majesty and the Emperor of Austria, signed at Paris, the 20th November, 1815.

ARTICLE 1. *Maintenance of former Treaty.* The high contracting parties reciprocally promise to maintain, in its force and vigour, the treaty (a) signed this day with His Most Christian Majesty, and to see that the stipulations of the said treaty, as well as those of the particular conventions which have reference thereto, shall be strictly and faithfully executed in their fullest extent.

6. *Parties to meet at Fixed Periods.* To facilitate and to secure the execution of the present treaty, and to consolidate the connexions which at the present moment so closely unite the four sovereigns for the happiness of the world, the high contracting parties have agreed to renew their meetings at fixed periods, either under the immediate auspices of the sovereigns themselves, or by their respective ministers, for the purpose of consulting upon their common interests, and for the consideration of the measures which at each of those periods shall be considered the most salutary for the repose and prosperity of nations, and for the maintenance of the peace of Europe.

7. *When to be ratified.* The present treaty shall be ratified, and the ratifications shall be exchanged, within two months, or sooner, if possible.

In faith of which the respective plenipotentiaries have signed it, and affixed thereto the seal of their arms.

Done at Paris, the 20th November, 1815.

CASTLEREAGH,
WELLINGTON,

METTERNICH,
WESSENBERG.

NOTE.—*Similar treaties were signed on the same day by the plenipotentiaries of His Majesty, with those of the Emperor of Russia and the King of Prussia respectively.*

Pappenburg, in East Friesland. By letter from the board of treasury, dated the 11th June, 1816, it is stated, that by the general treaty signed in congress at Vienna, June 9, 1815, the province of East Friesland (in which the town of Pappenburg is comprehended) is annexed to the kingdom of Hanover; and that the vessels built in that province or town, and navigated according to law, are to be admitted and treated as Hanoverian-built vessels in the ports of the United Kingdom.

NETHERLANDS.

BELGIUM, the name given by the French, since the revolution, to what was before called the Austrian Netherlands (viz. to the provinces of Limburg, Upper Guelderland, Antwerp, and Mecklin, and the greater part of Flanders, Hainault, Namur, Luxemburg, and Brabant), which they annexed to their empire in 1795. Belgium now forms an important part of the kingdom of the Netherlands.

HOLLAND. The name of Holland is frequently given to the seven provinces inhabited by the Dutch; but these are treated of under the head of Netherlands; the province properly so called consists of two parts, North

and South Holland. They form a narrow track, extending from lat. 51. 40. to 53. 10. N., in length about 90 miles, in breadth varying from 25 to 40; the greatest breadth is in the south. The manufactures of Holland embrace a variety of articles, viz. linen, woollen, and leather; also paper, wax, refined sugar, starch, and in certain districts pottery and tiles. Large quantities of gin are likewise made, particularly at Schiedam, near the Maese. The extent of the commerce of the united provinces was long the admiration of Europe, but it is now much diminished.

NETHERLANDS, a kingdom in the

(a) For this treaty, see page 512.

central part of Europe, constituted so lately as 1814, and consisting of 17 provinces (7 Dutch and 10 Belgic), along with the grand duchy of Luxemburg. It extends from 49. 30. to 53. 34. of north latitude, and from 2. 30. to 6. 58. of east longitude. It is bounded on the west and north by the German ocean, on the south by France, and on the east by Hanover, and the Prussian territories of the Lower Rhine. The best ports are those of Helvoetsluys, Flushing, and Rotterdam. The Texel is a roadstead. The harbour of Amsterdam is one of the largest and most secure in Europe, but the entrance is difficult, on account of a sand-bank called the Pampus, over which ships of large burden cannot pass.

In the Netherlands are fattened the lean cattle brought from Denmark and Germany. Here also are made butter and cheese of superior quality, and in vast quantities, for export to England and other countries. The other products common in the southern, as in the northern provinces, are flax, hemp, tobacco, hops, madder, and fruit: a little wine is made in the south. The Netherlands have been long celebrated for their wealth and flourishing manufactures. The linen of Holland, the lace of Brussels, the leather of Liege, the woollens of Leyden and Utrecht, and the silks of Amsterdam and Antwerp, were known several centuries ago throughout Europe. (a)

AMSTERDAM, the largest, richest, and most populous city in the Netherlands, situated in Lower Holland, on the arm of the Zuyder Zee, called the Y or Wye. It consisted in former ages of a single village, meanly built, and inhabited by fishermen. It first acquired the name of a commercial town about the year 1370. Before the general decline of Dutch commerce, Amsterdam was accounted one of the greatest trading cities in Europe, if not in the world. It is about 5 miles W. of the Zuyder Zee, 65 N. of Antwerp, and 240 N. by E. of Paris. Long. 4. 40. E. Lat. 52. 25. N.

Monies.—2 pfennings=1 duy; 4 duyts=1 groot; 2 groots=1 stiver; 2 stivers=1 dubbeltie; 2½ stivers=1 stooter; 5½ stivers=1 sesthalf; 6 stivers=1 escalin or schilling; 20 stivers=1 guilder or florin; 2 guilders=1 crown; 63 stivers=1 ducat; 3½ guilders=1 daalder; 5½ guilders=1 ducat; 14 guilders=1 standpenny or ruyder; 50 guilders=1 specie rix-dollar, or 4s. 4d. sterling. Accounts are kept here as in all Holland, in guilders or florins, stivers, and pfennings. A stiver is equal to something more than a penny sterling.

For Sterling Value of other Coins, see Tables in p. xl.

CATTWYCK, the name of two large villages. The one lies on the sea-shore, about six miles north-west of Leyden, and is hence called Cattwyck op See. The other, which is called Cattwyck op Rhyn, is more inland,

being situated on the old Rhine, near where that branch is stopped by sand-banks. It contains about 1200 inhabitants.

DELFIJEL, in the province of Groningen, at the mouth of the Damster Diep. The harbour is commodious, 11 miles W.S.W. of Emden, and 15 N. E. of Groningen. Long. 6. 44. E. Lat. 53. 19. N.

DORT. The situation of Dort is highly favourable for trade, and the harbour sufficiently commodious; goods may be landed in the very heart of the city by means of the two canals. An important object of commerce is the timber brought in immense floats on the Rhine from Germany, and either prepared for different uses in the saw mills which skirt the town, or exported unwrought to Britain, Spain, and Portugal. A brisk traffic is carried on in yarn and linen, as well as in salt, manufactured here. A vessel sails hence every day for Rotterdam.

FLUSHING, an important seaport in the island of Walcheren, on the north side of the Scheldt. The approach to the harbour is between two jetties, which break the action of the sea.

GRONINGEN. The harbour is commodious, and pretty large; the chief trade is in agricultural produce. The manufactures are of linen and woollen. 100 miles N. E. of Amsterdam. Long. 6. 35. E. Lat. 53. 12. N.

HARLINGEN. Its harbour is large, and well frequented; but the entrance is so blocked up with sand-banks, as not to admit vessels of large size. Population 7300. 15 miles W. by S. of Leeuwarden, and 66 N.N.E. of Amsterdam. Long. 5. 24. 47. E. Lat. 53. 10. 32. N.

HELVOETSLUYS is important on account of its excellent harbour, which is large enough to contain the whole Dutch navy. This is the regular station for packets to England; in time of peace they sail twice a week to Harwich. 30 miles N.E. of Middleburgh. Long. 4. 7. 53. E. Lat. 51. 49. 29. N.

MIDDLEBURG, though four miles from the sea, has quays of considerable extent. It formerly had a considerable share of the Dutch East India trade. Its other branches are the import of wine, chiefly from Bordeaux, and the export of corn, brought to its market from the fertile tracts to the eastward of the island. 46 miles S.W. of Rotterdam, and 85 S.W. of Amsterdam. Long. 3. 37. 30. E. Lat. 51. 30. N.

ROTTERDAM. The chief exports are corn, timber, flax, and hemp. In value, the merchandise from England, consisting of hardware, cottons, woollens, and other manufactures, exceeds the imports from any other country. From France, the chief imports are wine and brandy; and the trade with Brazil, as well as with Spanish America, is becoming more and more direct. 14 miles S. E. of the Hague, and 36 S. by W. of Amsterdam. Long. 4. 29. 11. E. Lat. 51. 55. 22. N.

WORKUM, a town in the province of Friesland. Population 1400. 20 miles S.S.W. of Leeuwarden.

ZIERIK-SEE, a town in the province of Zealand, situated on the island of Schouwen, not far from the Eastern Scheldt, with which it communicates by the New Harbour. It has 53 vessels belonging to its port. It has a traffic also in salt and in madder. 30 miles S. W. of Rotterdam. Long. 3. 54. 59. E. Lat. 51. 39. 4. N.

FLANDERS. East Flanders is divided from West Flanders by a line running almost due south from Sluys, a small town nearly opposite Flushing. Its capital is Ghent. West Flanders has a considerable tract of coast, in the central part of which is Ostend. This side faces the north; but the western boundary of the province adjoins the French territory. The manufactures here are very considerable in lace and fine linen: cotton stuffs and leather are likewise fabricated; and there are extensive breweries and distilleries. The exports consist of manufactured articles, and of corn, pulse, rapeseed, oil, tobacco, butter, cheese, and cattle.

ANTWERP, a large and well built city. The harbour is deep and commodious, and capable of containing no less than 1000 vessels. By means of numerous canals these vessels can penetrate into the very heart of the town, and there deposit their cargoes. The Scheldt is here 1600 feet broad, and of great depth. High water extends beyond the town, and rises there about twelve feet. In former times Antwerp was the greatest place of trade in Europe, and had a numerous population. Long. 4. 22. E. Lat. 51. 14. N.

BRUGES, a large and opulent city of the Netherlands, the first in Flanders after Ghent. Bruges carries on a considerable trade in grain, and, when the ports of England are open, immense quantities are bought and sold here, every Saturday, for exportation. There is also a good deal of coarse lace made here by the female population, and some trade in linen; but the manufactures, which formerly existed in earthenware, &c. have all disappeared. It gave birth to John of Bruges, the inventor of painting in oil. 12 miles E. of Ostend, 22 N. E. of Ghent.

BRUSSELS, a large and handsome city, the capital of the southern provinces of the kingdom of the Netherlands, and the second city in the kingdom after Amsterdam, is situated in Brabant, partly in a plain and partly on a hill, at the foot of which flows the river Senne or Sienne. Its circumference is said to be seven English miles, and it has

seven gates. The manufactures of Brussels are celebrated throughout Europe, particularly its lace, camlets, and carpets; the first alone employs nearly 10,000 individuals. Brussels is also celebrated for its manufacture of carriages, which, for cheapness and elegance, surpass even London and Paris. It carries on considerable trade by means of the canals which bring it in communication with the Scheldt. 23 miles S. of Antwerp, 26 S. E. of Ghent, and 155 N.N.E. of Paris. Long. 4. 22. 15. E. Lat. 50. 50. 59. N.

GHEENT, or **GAND**, is situated on the Scheldt, where that river is joined by the Lys. Lace of great fineness, cotton, linen, and, in a more limited degree, silk and woollens, are the manufactures of Ghent: here are also several tanneries, sugar refineries, and paper manufactures; but the great branch is cotton weaving. A brisk corn trade is likewise carried on here. It is situated 30 miles S. W. of Antwerp, and 35 N. of Lille. Long. 3. 43. 50. E. Lat. 51. 3. 21. N.

HEYST-OB-DEN-BERG, a town of the Netherlands, in the province of Antwerp, on the Nethe, with 5300 inhabitants. 11 miles N. E. of Mechlin.

NIJEUWPORT has a tolerably good harbour, but very little trade. 11 miles S. W. of Ostend, and 23 W. S. W. of Bruges. Long. 2. 45. 15. E. Lat. 51. 7. 7. 54. N.

OSTEND, a town in West Flanders, 14 miles west of Bruges. The chief articles of export are wheat, clover-seed, flax, tallow, and hides. The linens shipped here come mostly from Ghent and Bruges, and a good deal of the trade of these places passes by way of Ostend. The imports are coffee, sugar, tobacco, rum, dyewoods, spices, salt, Spanish wool, French wines, and British cottons. Since the peace of 1814, the former communication between Dover and Ostend has been renewed; regular post-office packets convey the mail twice a week, both from Dover to Ostend, and from Ostend to Dover. Other packets for the conveyance of passengers sail regularly from Dover, Ramsgate, and Colchester; also from London. The population of Ostend is about 10,500. 35 miles W. by N. of Ghent, and 66 W. by N. of Brussels. Long. 2. 55. 8. E. Lat. 51. 13. 57. N.

SLUYS, or **ECLUSE**, a fortified town in Cadsand, near the province of Zealand. Its harbour is now unfit for receiving any but small vessels. Population 1200. 10 miles N. of Bruges, and 20 N. E. of Ostend. Long. 3. 23. 9. E. Lat. 51. 18. 35. N.

Convention between Great Britain and the United Netherlands, signed at London, the 13th August, 1814.

ARTICLE 1. Restoration of Colonies. His Britannic Majesty engages to restore to the Prince Sovereign of the United Netherlands, within the term which shall be hereafter fixed, the colonies, factories, and establishments, which were possessed

sessed by Holland at the commencement of the late war, *viz.* on the 1st January, 1803, in the seas and on the continents of America, Africa, and Asia; with the exception of the Cape of Good Hope, and the settlements of Demerara, Essequibo, and Berbice, of which possessions the high contracting parties reserve to themselves the right to dispose by a supplementary convention, hereafter to be negotiated according to their mutual interests; and especially with reference to the provisions contained in the 6th and 9th articles of the treaty of peace signed between His Britannic Majesty and His Most Christian Majesty, on the 30th May, 1814. (a)

2. *Banca in Exchange for Cochín.* His Britannic Majesty agrees to cede in full sovereignty the island of Banca, in the eastern seas, to the Prince Sovereign of the Netherlands, in exchange for the settlement of Cochín and its dependencies on the coast of Malabar, which is to remain in full sovereignty to His Britannic Majesty.

3. *Forts and Places.* The places and forts in the colonies and settlements, which by virtue of the two preceding articles are to be ceded and exchanged by the two high contracting parties, shall be given up in the state in which they may be at the moment of the signature of the present convention.

4. *Facilities of Commerce, and Security of Property and Persons.* His Britannic Majesty guarantees to the subjects of His Royal Highness the Prince Sovereign of the United Netherlands, the same facilities, privileges, and protection, with respect to commerce and the security of their property and persons within the limits of the British sovereignty on the continent of India, as are now or shall be granted to the most favoured nations.

Fortifications in India, and Maintenance of Troops. His Royal Highness the Prince Sovereign, on his part, having nothing more at heart than the perpetual duration of peace between the crown of England and the United Netherlands, and wishing to do his utmost to avoid any thing which might affect their mutual good understanding, engages not to erect any fortifications in the establishments which are to be restored to him within the limits of the British sovereignty upon the continent of India, and only to place in those establishments the number of troops necessary for the maintenance of the police.

5. *When Colonies to be Restored.* Those colonies, factories, and establishments which are to be ceded to His Royal Highness the Sovereign Prince of the United Netherlands by His Britannic Majesty in the seas or on the continent of America, shall be given up within three months, and those which are beyond the Cape of Good Hope within the six months which follow the ratification of the present convention.

Done at London, the 13th August, 1814.

CASTLEREAGH.

H. FAGEL.

First Additional Article.

Cape of Good Hope, Demerara, Essequibo, and Berbice, ceded. The Prince Sovereign of the Netherlands agrees to cede in full sovereignty to His Britannic Majesty, the Cape of Good Hope, and the settlements of Demerara, Essequibo, and Berbice; upon the condition, nevertheless, that the subjects of the said Sovereign Prince, being proprietors in the said colonies or settlements, shall be at liberty (under such regulations as may hereafter be agreed upon in a supplementary convention) to carry on trade between the said settlements and the territories in Europe of the said Sovereign Prince.

Cape of Good Hope. It is also agreed between the two high contracting parties, that the ships of every kind belonging to Holland shall have permission to resort freely to the Cape of Good Hope, for the purposes of refreshment and repairs, without being liable to other charges than such as British subjects are required to pay.

Second Additional Article.

Bernagore in East Indies. The small district of Bernagore, situated close to Calcutta, being requisite to the due preservation of the peace and police of that

(a) For this treaty, see page 508.

city, the Prince of Orange agrees to cede the said district to His Britannic Majesty, upon a payment of such sum annually to His Royal Highness as may be considered by commissioners, to be appointed by the respective governments, to be just and reasonable, with reference to the profits or revenue usually derived by the Dutch government from the same.

Done at London, the 13th August, 1814.

CASTLEREAGH.

H. FAGEL.

Treaty between His Britannic Majesty and the King of the Netherlands, respecting Territory and Commerce in the East Indies, signed at London, March 17, 1824.

ARTICLE 1. Foreign Possessions. The high contracting parties engage to admit the subjects of each other to trade with their respective possessions in the Eastern Archipelago, and on the continent of India, and in Ceylon, upon the footing of the most favoured nation; their respective subjects conforming themselves to the local regulations of each settlement.

2. Duties. The subjects and vessels of one nation shall not pay, upon importation or exportation, at the ports of the other in the eastern seas, any duty at a rate beyond the double of that at which the subjects and vessels of the nation to which the port belongs, are charged.

The duties paid on exports or imports at a British port, on the continent of India, or in Ceylon, on Dutch bottoms, shall be arranged so as, in no case, to be charged at more than double the amount of the duties paid by British subjects, and on British bottoms.

In regard to any article upon which no duty is imposed, when imported or exported by the subjects, or on the vessels, of the nation to which the port belongs, the duty charged upon the subjects or vessels of the other shall, in no case, exceed six per cent.

3. Eastern Seas. The high contracting parties engage, that no treaty hereafter made by either, with any native power in the eastern seas, shall contain any article tending, either expressly, or by the imposition of unequal duties, to exclude the trade of the other party from the ports of such native power: and that if, in any treaty now existing on either part, any article to that effect has been admitted, such article shall be abrogated upon the conclusion of the present treaty.

It is understood that, before the conclusion of the present treaty, communication has been made by each of the contracting parties to the other, of all treaties or engagements subsisting between each of them, respectively, and any native power in the eastern seas; and that the like communication shall be made of all such treaties concluded by them, respectively, hereafter.

4. Freedom of Trade. Their Britannic and Netherland Majesties engage to give strict orders, as well to their civil and military authorities, as to their ships of war, to respect the freedom of trade, established by articles 1, 2, and 3; and, in no case, to impede a free communication of the natives in the Eastern Archipelago, with the ports of the two governments, respectively, or of the subjects of the two governments with the ports belonging to native powers.

5. Piracy. Their Britannic and Netherland Majesties, in like manner, engage to concur effectually in repressing piracy in those seas: they will not grant either asylum or protection to vessels engaged in piracy, and they will, in no case, permit the ships or merchandize captured by such vessels, to be introduced, deposited, or sold, in any of their possessions.

6. New Settlements. It is agreed that orders shall be given by the two governments to their officers and agents in the east, not to form any new settlement on any of the islands in the eastern seas, without previous authority from their respective governments in Europe.

7. Molucca Islands, &c. The Molucca islands, and especially Amboyna, Banda, Ternate, and their immediate dependencies, are excepted from the operation of the 1st, 2d, 3d, and 4th articles, until the Netherland government shall think fit to abandon the monopoly of spices; but if the said government shall, at any time previous to such abandonment of the monopoly, allow the subjects of any power, other than an Asiatic native power, to carry on any commercial intercourse with the said islands, the subjects of His Britannic Majesty shall be admitted to such intercourse, upon a footing precisely similar.

8. Cession

8. *Cession of Establishments.* His Netherland Majesty cedes to his Britannic Majesty all his establishments on the continent of India; and renounces all privileges and exemptions enjoyed or claimed in virtue of those establishments.

9. *Factories, &c.* The factory of Fort Marlborough, and all the English possessions on the island of Sumatra, are hereby ceded to His Netherland Majesty: and His Britannic Majesty further engages that no British settlement shall be formed on that island, nor any treaty concluded by British authority, with any native prince, chief, or state therein.

10. *Malacca.* The town and fort of Malacca, and its dependencies, are hereby ceded to His Britannic Majesty; and His Netherland Majesty engages, for himself and his subjects, never to form any establishment on any part of the peninsula of Malacca, or to conclude any treaty with any native prince, chief, or state therein.

13. *When colonies to be delivered up.* All the colonies, possessions, and establishments which are ceded by the preceding articles, shall be delivered up to the officers of the respective sovereigns on the 1st March, 1825. The fortifications shall remain in the state in which they shall be at the period of the notification of this treaty in India; but no claim shall be made, on either side, for ordnance, or stores of any description, either left or removed by the ceding power, nor for any arrears of revenue, or any charge of administration whatever.

16. *Java.* It is agreed that all accounts and reclamations, arising out of the restoration of Java, and other possessions, to the officers of His Netherland Majesty in the East Indies,—as well those which were the subject of a convention made at Java on the 24th of June, 1817, between the commissioners of the two nations, as all others, shall be finally and completely closed and satisfied, on the payment of the sum of one hundred thousand pounds, sterling money, to be made in London on the part of the Netherlands, before the expiration of the year 1825.

17. *Ratification.* The present treaty shall be ratified, and the ratifications exchanged at London, within 3 months from the date hereof, or sooner if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and affixed thereunto the seals of their arms.

Done at London, the 17th day of March, in the year of our Lord, 1824.

GEORGE CANNING.

CHARLES WATKIN WILLIAMS WYNN.

H. FAGEL.

A. R. FALCK.

Decree.

William, by the grace of God, King of the Netherlands, Prince of Orange Nassau, Grand Duke of Luxemburg, &c. &c.

On the report of our minister, &c. in order to give effect to a provisional agreement entered into at London, during the negotiations now pending there for concluding a treaty of commerce founded on mutual interests, and until the said treaty shall have been concluded, we decree, &c.

Art. 1. All goods, which after the 14th inst. shall be imported from the United Kingdom of Great Britain, by ships under English colours, shall provisionally be considered and treated, in respect of duties, as if the importation had been made by a Netherland ship.

This provisional arrangement shall not be considered as definitive until the above-mentioned treaty of commerce shall be concluded.

Art. 2. This equalization does not extend to such goods, of which the importation under the Netherland flag is specially favoured by the general law, or by the tariff of duties inwards or outwards.

Given at the Hague August 11th, 1824.

By order in council, dated January 30, 1826, His Majesty doth therefore, under the authority of the above act, order that from and after the date of this order, there shall be levied and charged upon all vessels belonging to the United Netherlands, which shall enter any of the ports of the United Kingdom of Great Britain and Ireland, such additional or countervailing duty of tonnage as after-mentioned; that is to say, upon every such Netherland vessel which shall so enter the said ports, a duty of one pound thirteen shillings and four pence, upon each ton burthen of the vessel, which, upon her clearing out from any such port for any port in the kingdom of the United Netherlands, shall be actually occupied and employed in the carriage and exportation of salt, the tonnage or burthen so made subject to such additional or countervailing duty being deemed to be equivalent to the number of tons of the weight of salt, ascertained prior to the shipment thereof.

Whereas by a certain act of parliament made and passed in the sixth year of the reign of His present Majesty, intituled, "An act for granting duties of customs," it is

among other things enacted, "That it shall be lawful for His Majesty, by and with the advice of his privy council, from time to time to order and direct, that there shall be levied and collected any additional duty, not exceeding one-fifth of the amount of any existing duty, upon all or any goods, when imported in the ships of any country which shall levy higher or other duties upon goods when imported in British ships than when imported in the national ships of such country." (a)

Whereas higher and other duties are levied in the ports of the United Netherlands on certain goods when imported in British ships than when imported in Netherlands ships, His Majesty does therefore, under the authority of the above act, order, that upon all goods imported into the United Kingdom in Netherlands ships, from and after the date of this order, there shall be levied, in addition to the existing duties otherwise payable upon the importation of such goods, a further duty, amounting to *one-fifth part* of such existing duties.

By order in council, dated 18th February, 1826, bond is required to be given for all Foreign vessels owned in whole or in part by subjects of the Netherlands, or which shall not be ships of any other country duly owned and navigated as such, exporting salt to countries other than the Netherlands, to deliver such salt at the places for which such vessel shall respectively clear out, and to produce a certificate from the British consul for the due landing of such salt.

By order in council, dated July 21, 1823, all vessels belonging to the kingdom of the Netherlands, and being of less burthen than 60 tons, which shall enter into or clear out from any port of the United Kingdom, are exempt from taking on board a pilot to conduct them into or from any such port, in all cases where British vessels being of less burthen than 60 tons, are not required by law to take pilots.

FRANCE.

FRANCE, a country of continental Europe, having the Netherlands, Switzerland, and Piedmont on the E. the Mediterranean with Spain on the S. and the sea on the W. and N. It lies between the 43d and 51st degrees of N. lat. Its length from E. to W. (from Alsace to Brittany) is 650 miles; its breadth from N. to S. about 560; its superficial extent is computed at 128 millions of English acres. The foreign possessions of France consist, in the West Indies, of Martinique, Guadaloupe, and Cayenne; in Africa, of Goree, and the factories at the mouth of the Senegal; in the Indian ocean, of the isle of Bourbon; on the mainland of India, of Pondicherry, and some smaller factories. The great rivers of France are the Loire, the Rhone, the Garonne, and the Seine.

Moneys, &c.—There are two systems of moneys in France, namely the Old and New System.

Old System.—4 liards = 1 denier; 12 deniers = 1 sou; 20 sous, or sols = 1 livre tournois; 3 livres = 1 petit ecu; 6 livres = 1 ecu or crown; 24 livres = 1 louis d'or.

New System.—10 centimes = 1 decime; 10 decimes = 1 franc; 20 francs = 1 Napoleon. Accounts, according to the Old System, are kept in livres tournois, sous, and deniers. According to the New System, in francs, decimes, and centimes, 80 francs being = 81 livres. The livre and the franc are both reckoned at 10d. sterling.

Sterling Value of Coins.—Louis, dated prior to 1786, 19s. 10d.; Louis, dated since, 18s. 9d.; Napoleon, or new gold Louis, 15s. 10d.; ecu, 4s. 8d.; piece of 24 sous, about 11d.; Napoleon, dated 1808, 4s.; Louis of 1818, about 9d.

Dry Measure.—Boisseaux = 1 setier; 12 setiers = 1 muid or 48 bushels, 3 pecks, Imperial measure.

Liquid Measure.—2 pints = 1 pot; 4 pots = 1 setier; 36 setiers = 1 muid.

102½ lb of the ancient weight, or poids de marc, are equal to 50 kilogrammes, or new weight, or 111 lb. English weight.

The hectolitre, new measure for corn and liquids, is $\frac{2}{3}$ of the old setier, and contains 2½ English Winchester bushels, or 21½ English Wine gallons, Imperial measure. 100 aunes of Paris, are 121½ English yards, and 100 French feet = 101½ English feet. The new long measure is the metre, ten of which are a decametre, equal to thirty-two English feet; ten decametres are a hectometre; and ten hectometres a kilometre.

The new weights and measures have not yet superseded the use of the ancient ones.

The three manufactures of France which at present most affect the commerce of Great Britain, are cotton, wool, and silk, of which the first is the most important.

Cotton Manufactures.—In the three years ending 1789, the average value of cotton goods imported was 25,831,233 francs (£1,033,500.) of which a very large proportion was of the finer kinds; as the French manufactures of that day were for the most part confined to the coarser goods, such as the handkerchiefs furnished by Rouen and Montpellier, principally for the use of the lower classes. Since that time the English improvements in machinery have been adopted in France, though slowly and partially. New manufactories have sprung up, and the long war which cut off all communication with Great Britain compelled them to exert themselves, in order to supply the demand for those cotton goods, for which formerly they had recourse to England.

The most extensive manufactories are those situated at or near St. Quentin and

Lisle. Rouen is also celebrated for the coarse stuffs which are known by the name of Rouanneries. This town enjoys the great advantage of being near the Havre, at which port the greater part of the cotton consumed in France is imported. That branch of the cotton trade which is carried on in Paris and its vicinity has of late much diminished, except at Jouy, where the manufactory of printed goods is still flourishing. The exports of cotton goods from Paris were in value in

	<i>Francs.</i>	<i>In Printed Goods.</i>
1819....	708,103.....	489,701
1820....	476,987.....	306,226
1821....	255,630.....	173,200

In Alsace, however, the situation of the manufactures is far different. There they are highly prosperous, and though the trade, perhaps, is no longer increasing so rapidly as formerly, yet it is not stationary. Round Lyons, the cotton trade has much fallen off, being injured by the progress of the silk manufactories. At Tarare, however, from peculiar circumstances, one branch, the weaving of fine muslins, still prospers; and as it is almost the only place in France where that particular article is made, the trade there must flourish so long as the existing restrictions remain. The principal product of the cotton factories in the south of France is hosiery, of which Nismes and Montpellier

used formerly to export a very large quantity. Beside the departments just enumerated, in which the greater part of the cotton manufactories of France are situated, there are many others, in which the inhabitants make part of what is wanted for their own consumption. M. Chaptal mentions 45 departments in which there are spinning-mills, besides much cotton-spinning in the cottages of the peasantry. To what extent this is carried, it would be very difficult to ascertain, as no official returns can be procured of the quantity so consumed. Before the revolution, France was dependent principally on England for the cotton goods she consumed. The average value of her imports from England, during 1787, 1788, 1789, was 58,962,466 francs, of which near 25,000,000 was in cotton. Since that time the importations of the last article have gradually diminished. On an average of six years, ending 1812, the whole of the cotton manufactured goods imported from every quarter, was only 1,472,028 francs, and in the four years 1820, 21, 22, 23, the average was only 133,670 francs. Besides, however, that which pays duty, a large quantity has always been illegally imported, and at no time more than at present, when, notwithstanding all the exertions of the custom-house officers, France is inundated with English cotton manufactured goods.

Total average imports of France from England.....	58,962,466
Of manufactured goods about	30,000,000
	28,962,466
Total exports to England	33,486,330
Manufactured.....	5,000,000
	28,486,330

IMPORTS.

	<i>Raw Cotton.</i>	<i>Value.</i>	<i>Manufactured.</i>	<i>Value.</i>
1820	20,203,114 kilos	47,579,470	26,116 kilos	241,160
1821	21,586,615	53,279,296	27,365	273,650
1822	21,572,412	51,750,829	7,922	79,222
1823	20,353,152	48,019,970	14,665	140,650
Average 20,923,823	50,157,391	18,867	183,670	

Woollen Manufactories. The woollen manufactories, which are next in importance to the cotton, differ from them in one material circumstance, the facility with which the raw article can be procured. As upwards of three-fourths of the wool consumed in France is of native growth, a very considerable proportion of the woollen goods, especially of the coarser kinds, is made by the peasantry for their own use, and sometimes for sale. The public manufactures, if such a term be allowable, are also very extensive, principally situated at Louviers, Sedan, and Abbeville, for the finer cloths; Elbeuf, Carcassonne and Lodeve (department de l'Herauld), for the coarser, and Rheims and Paris in addi-

tion to the other branches are distinguished for the veils, shawls, and other articles, which are there made of merino wool. The greatest woollen manufacturer in France is M. Ternaux, late deputy of Paris, who leaves all competitors far behind, both as to capital and enterprize. He has twenty-two different manufactories, situated in different towns: four at Rheims, two at Sedan, two at Louviers, at Liege, &c. &c. Besides his general trade as a clothier, M. Ternaux has pursued with great eagerness one particular branch, which, till his time, was quite unknown in Europe—the making of Cashmere shawls.(a) He has imported with great difficulty, and at a considerable expense, a cer-

(a) The fashion for real Cashmere shawls has now lasted very long, and by no means seems to diminish. It has not been uncommon to pay from £500 to £1000 for a single shawl.—*Quarterly Review.* tain

tain number of the Thibet, Angola, and other oriental goats, from whose *duvet* those celebrated shawls are made. They have bred in France, and he has been very successful in increasing the number of his flock.

Silk Manufactures. The silk manufactures of France are less extensive, and more confined to particular districts, than either the cotton or the woollen trade. They originated at Tours, under Louis XI., in the 15th century, whence they gradually spread over the south of France. On an average of many years, there are produced about 5,200,000 kilos of cocoons, valued at 15,600,000 francs. This produces, when washed and spun, about

280,000 kilos of raw silk,

160,000 kilos of organzined silk, valued at 23,600,000 francs. About an equal value is imported from foreign countries, making about 47,000,000 francs (in value) of silk, in thread, furnished to the manufactories. The most important of these are situated at Lyons, where almost every species of silk goods is made. At Avignon they make principally satins, levantines, and taffetas; at Nismes, stockings, gauzes, crapes, mixed goods, &c.; and at Gauges, and the other towns in the Cevennes, they are principally occupied with hosiery. Next to Lyons, Paris is the town in which the greatest variety of silk goods is made, though the larger part of the products of that capital are

objects of luxury. Out of about 18,600,000 francs' worth of silk annually exported from Paris, nearly 8,000,000 come under the class of *objets de luxe*. The total value of the silk goods made in France does not exceed 110,000,000 francs (£4,200,000), of which about 30,000,000 (£1,200,000) is exported—the trade having, if there is any variation, rather diminished. The French have long been supposed to be unrivalled in the silk manufacture.

Flax. Though the manufactories of flax and hemp are considerable, yet, as they enter into no competition with ours, we shall pass them over each in a single sentence. Flax to the value of 20,000,000 francs (19 home and 1 foreign) is given to the weaver, which sells manufactured for about 75,000,000; and goods to the value of about 25,000,000 more are worked up in their cottages by the peasantry.

Hemp. They estimate that about 390,000 quintals of hemp are grown in France, valued at 30,000,000 francs. Five millions more in value are imported; and, when manufactured, the whole is estimated at 110,000,000 francs; to which must again be added the cottage products, which are 35,000,000 francs more.

The principal manufactories for these two articles are in Normandy, Brittany, Dauphiné, Mayenne; and also in Picardy—departments de l'Aisne and du Nord.—*Quarterly Review*, No. 62.

PORTS WITHOUT THE MEDITERRANEAN, viz.

BAYONNE, a commercial town, the capital of the late district of Labour, in Gascony, is situated at the conflux of the Nive and Adour, two miles from the Bay of Biscay. The quay is a superb and much frequented promenade. A considerable commerce is carried on at Bayonne with Spain, French and foreign goods being given in exchange for wood, iron, fruit, gold, and silver. The principal objects of the maritime trade are the cod and whale fishery. Masts and other wood for ship-building, brought from the Pyrenees, are exported to Brest and other ports of France. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. 44 miles W.N.W. of Pau, and 518 S.S.W. of Paris. Long. 1. 24. W. Lat. 43. 29. N.

BOURDEAUX, one of the largest and most opulent cities of France, is situated on the left bank of the Garonne, 16 leagues from its mouth. It is computed, that in time of peace 100,000 pipes of wine, and 20,000 of brandy, are annually exported hence. Vinegar, plums, raisins, chesnuts, walnuts, wood, turpentine, cork, honey, and hams, form other objects of exportation. The principal imports are; from England, woollen stuffs, tin, lead, coal, herrings, salted flesh, leather, dye-stuffs, and different kinds of provisions; from Holland, Denmark, and

Sweden, staves, deals, timber for ship-building, hemp, pitch, copper, and cheese. 55 miles S. of Saintes, 90 S. of La Rochelle, 280 W.S.W. of Lyons, and 325 S.W. of Paris. Long. 0. 33. 59. W. Lat. 44. 50. 15. N.

CAEN, a large, well-built, and populous town, the capital of Lower Normandy, and of the department of Calvados. The town being only seven or eight miles from the sea, has an easy communication with it by the river Orne; vessels of 160 tons are able to ascend with the tide. Population 36,000. 62 miles W. by S. of Rouen, and 132 W. by N. of Paris. Long. 0. 21. 33. W. Lat. 49. 11. 12. N.

CALAIS, a well-known sea-port of France, situated in the department of the Pas de Calais, opposite to Dover. The inhabitants, however, derive their principal support from the intercourse with England. 20 miles N. E. of Boulogne, 25 S.W. of Dunkirk, 55 N. of Abbeville, 170 N. of Paris, and 17½ S.E. of Dover. Long. 1. 51. E. Lat. 50. 57. N.

CHARENTE, the LOWER, or LA CHARENTE INFERIEURE, inclosed by the Atlantic ocean and the departments of the Gironde, the Dordogne, the Charente, the Deux Seves, and La Vendee. The soil is on the whole fruitful in corn, flax, and especially in excellent wine; brandy and other

other liquors are also made and exported in quantities. Besides the coasting trade, some commerce is carried on with the West Indies, the grand outlets being the Charente and the Gironde or Lower Garonne. On the coast are the islands of Oleron, Aix, and Rhe.

DIEPPE, a sea-port town in Upper Normandy, situated in the English channel. In time of peace there are regular packet-boats between Dieppe and Brighton, a distance of 66 miles. 34 miles N. of Rouen, 45 N. E. of Havre de Grace, and 100 N.W. of Paris. Long. 1. 4. 44. E. Lat. 49. 55. 34. N.

DUNKIRK, a place of considerable trade, in corn, fish, and home manufactures; also in colonial produce. Dunkirk was restored to the privilege of a free port by a royal ordinance, dated 22d April 1816. 25 miles N. E. of Calais, and 40 N. W. of Lille. Long. 2. 22. 37. E. Lat. 51. 2. 9. N.

HAVRE DE GRACE. The harbour, which has a long pier, is capable of containing 600 or 700 vessels, and has a depth sufficient to float ships of war of 60 guns. The merchandize taken back by foreigners from Havre consists partly in colonial produce, partly in woollen and linen, partly in corn, cider, and in the fruit raised in this part of France. 45 miles W. of Rouen, and 112 N.W. of Paris. Long. 0. 6. E. Lat. 49. 29. N.

MARANS, situated on the river called Sevre Niortoise, about 3 miles from the sea. It has a brisk traffic in corn, flour, and salt. Population 4700. 12 miles N.N.E. of La Rochelle.

NANTES, a large commercial city in the west of France, situated on the right bank of the Loire, about 27 miles from its mouth. The foreign trade of Nantes, though not great, extends to England, Spain, Portugal, and, generally speaking, to all the west and

north of Europe, as well as to America, the West Indies, and, in a small degree, to the coast of Guinea. Long. 1. 22. 44. W. Lat. 47. 13. 6. N.

ROCHELLE. The trade of La Rochelle, both to the colonies, and to European ports, is considerable. To the former it exports wines, brandy, flour, linen: taking in return sugar, coffee, cotton, and all kinds of colonial produce. To ports in Europe the chief articles of export are brandy and bay salt; its imports from them are trifling. 78 miles S. of Nantes, and 335 S.W. of Paris. Long. 1. 9. 40. W. Lat. 46. 9. 21. N.

ROCHEFORT, a town in the west of France, department of the Lower Charente. The trade of Rochefort is limited, and is confined, in a great measure, to the coasting and colonial traffic. 20 miles S.E. of La Rochelle, and 100 N. of Bourdeaux. Long. 0. 57. 34. W. Lat. 45. 56. 10. N.

ROUEN. In navigation and commercial intercourse, Rouen holds only a secondary rank, being about 70 miles from the sea, and the maritime trade of Paris being carried on at Havre. The Seine at Rouen is from 500 to 800 feet in width, and with the aid of the tide, which flows above the town, brings up vessels of 150 or 200 tons. Those of greater burden are lightened in the lower part of the river. 45 miles E. of Havre, and 80 W.N. W. of Paris. Long. 1. 5. 59. E. Lat. 49. 26. 27. N.

ST. MALOES, a considerable sea-port in the north-west of France. The harbour is large and well frequented, but difficult of access, on account of the surrounding rocks. The trade of the place is chiefly with England, Holland, Spain, the north of Europe, and the French colonies. 45 miles N. by W. of Rennes, and 225 W. of Paris. Long. 2. 1. 11. W. Lat. 48. 39. 3. N.

PORTS WITHIN THE MEDITERRANEAN, viz.

CETTE, or **SETTE**, a sea-port in Languedoc, situated on a sand-bank between the Mediterranean and the lake of Thau, at the mouth of the great southern canal. The town has a secure and commodious harbour, provided with a light-house. Wine and other products of Languedoc have always been exported in considerable quantities from this place. Here is an extensive sugar refinery, a soap work, and a tobacco manufactory; and the neighbouring salt lake abounds in that material. Population 8,000. 18 miles S. W. of Montpellier. Long. 3. 41. 5. E. Lat. 43. 23. 37. N.

MARSEILLES, a large and commercial city in the south of France, the capital of the department of the Mouths of the Rhone, situated on the Mediterranean. Marseilles has long enjoyed a large share of the foreign trade of France. It is, on account of its lazaretto, the exclusive medium of inter-

course between France, the Levant, and the north coast of Africa. It is a central point for the trade with Spain and Italy. Its exports to the latter consist in the woollens of Languedoc and Dauphiny; in linens, *liqueurs*, oil, hardware, and lead. It has extensive transactions with Holland, England, the Baltic, North America, and the West Indies. To England and other northern countries the exports consist of wine, brandy, olive-oil, preserved fruit, &c. In short, Marseilles is the great outlet for all the natural and artificial productions of the south of France. Marseilles is a free port; that is, goods may be entered and warehoused for a season, without paying duty. 180 miles S. by E. of Lyons, 300 E.N.E. of Bourdeaux, and 450 S.S.E. of Paris. Long. 5. 22. 15. E. Lat. 43. 17. 49. N.

TOULON, has two ports, called commonly Old and New. The Old or commercial

cial port is a basin, not large but commodious, surrounded with a handsome quay. The New port is one of the finest of Europe, and is said to be capable of containing 200 sail of the line. The roadstead of Toulon is spacious; the sea has here no visible flux or reflux, and is tranquil in almost every wind. The trade of Toulon is limited to the products of the vicinity, such as wine, oil, silk, and fruit of different kinds. The manufactures of the place are limited to soap, glass, hats, and caps. 30 miles S.E. of Marseilles, 220 S. by E. of Lyons, and 480 S.S.E. of Paris. Long. 5. 55. 41. E. Lat. 43. 7. N.

CORSICA, one of the largest islands in the Mediterranean, situated between the coast of the territory of Genoa and the island of Sardinia. It is productive in corn, excellent wine, oranges, lemons, figs, and other

fruits, but the wealth of the island lies in its oil, chesnuts, and timber. The forests are particularly valuable. The granite of Corsica is nearly equal to the oriental; porphyries, amianthes, emeralds, and other precious stones, are found scattered in the mountains, and the coast abounds with beautiful coral.

BASTIA, has a safe and spacious, but not very commodious harbour. The inhabitants, who amount to 11,500, carry on a considerable trade in skins, wine, pulse, oil, and figs, in all of which the surrounding country is very productive. The *stilletos* made here are much valued by the Italians. 33 miles E.N.E. of Calvi, and 58 N.E. of Ajaccio. Long. 9. 26. 30. E. Lat. 42. 41. 36. N.

Definitive Treaty of Peace and Amity between His Britannic Majesty and His Most Christian Majesty, signed at Paris, the 30th May, 1814.

The following are the Articles of this Treaty in any wise affecting Trade

ARTICLE 1. *Peace established.* There shall be from this day forward perpetual peace and friendship between His Britannic Majesty and His Allies on the one part, and His Majesty the King of France and Navarre on the other, their heirs and successors, their dominions and subjects, respectively.

The high contracting parties shall devote their best attention to maintain, not only between themselves, but, inasmuch as depends upon them, between all the states of Europe, that harmony and good understanding which are so necessary for their tranquillity.

2. *Limits of France.* The kingdom of France retains its limits entire as they existed on the 1st of January, 1792. It shall further receive the increase of territory comprised within the line established by the following article:—

3. On the side of Belgium, Germany, and Italy, the ancient frontiers shall be re-established as they existed on the 1st of January, 1792, extending from the North Sea, between Dunkirk and Nieuport, to the Mediterranean, between Cagnes and Nice, with the following modifications:

[These modifications do not seem material to the object of this book; they are therefore omitted.]

4. *Road by Versoy.—Smuggling.* To secure the communications of the town of Geneva with other parts of the Swiss territory situated on the lake, France consents that the road by Versoy shall be common to the two countries. The respective governments shall amicably arrange the means for preventing smuggling, regulating the posts, and maintaining the said road.

5. *Navigation of the Rhine.—Duties.* The navigation of the Rhine, from the point where it becomes navigable unto the sea, and *vice versá*, shall be free, so that it can be interdicted to no one:—and at the future congress, attention shall be paid to the establishment of the principles according to which the duties to be raised by the states bordering on the Rhine may be regulated, in the mode the most impartial and the most favourable to the commerce of all nations.

Other Rivers. The future congress, with a view to facilitate the communication between nations, and continually to render them less strangers to each other, shall likewise examine and determine in what manner the above provision can be extended to other rivers which, in their navigable course, separate or traverse different states.

6. *Holland.* Holland, placed under the sovereignty of the House of Orange, shall receive an increase of territory. The title and exercise of that sovereignty shall not in any case belong to a prince wearing or destined to wear a foreign crown.

Germany. The states of Germany shall be independent and united by a federative bond.

Switzerland.

Switzerland. Switzerland, independent, shall continue to govern herself.

Italy. Italy, beyond the limits of the countries which are to revert to Austria, shall be composed of sovereign states.

7. *Malta.* The island of Malta and its dependencies shall belong in full right and sovereignty to His Britannic Majesty.

8. *Colonies, &c. in America, Africa, and Asia, to be restored.* His Britannic Majesty, stipulating for himself and his Allies, engages to restore to His Most Christian Majesty, within the term which shall be hereafter fixed, the colonies, fisheries, factories, and establishments of every kind which were possessed by France on the 1st January, 1792, in the seas and on the continents of America, Africa, and Asia, with the exception, however, of the islands of Tobago and St. Lucie, and of the isle of France and its dependencies, especially Rodrigues and Les Séchelles, which several colonies and possessions His Most Christian Majesty cedes in full right and sovereignty to His Britannic Majesty, and also the portion of St. Domingo ceded to France by the treaty of Basle, and which His Most Christian Majesty restores in full right and sovereignty to His Catholic Majesty.

9. *Guadaloupe.* His Majesty the King of Sweden and Norway, in virtue of the arrangements stipulated with the Allies, and in execution of the preceding article, consents that the island of Guadaloupe be restored to His Most Christian Majesty, and gives up all the rights he may have acquired over that island.

10. *French Guyana.* Her Most Faithful Majesty, in virtue of the arrangements stipulated with her Allies, and in execution of the 8th article, engages to restore French Guyana as it existed on the 1st of January, 1792, to His Most Christian Majesty, within the term hereafter fixed.

Frontier. The renewal of the dispute which existed at that period on the subject of the frontier, being the effect of this stipulation, it is agreed that that dispute shall be terminated by a friendly arrangement between the two courts, under the mediation of His Britannic Majesty.

11. *How Colonies, &c. to be restored.* The places and forts in those colonies and settlements, which, by virtue of the 8th, 9th, and 10th articles, are to be restored to His Most Christian Majesty, shall be given up in the state in which they may be at the moment of the signature of the present treaty.

12. *India.* His Britannic Majesty guarantees to the subjects of His Most Christian Majesty the same facilities, privileges, and protection, with respect to commerce, and the security of their persons and property within the limits of the British sovereignty on the continent of India, as are now or shall be granted to the most favoured nations.

His Most Christian Majesty, on his part, having nothing more at heart than the perpetual duration of peace between the two crowns of England and of France, and wishing to do his utmost to avoid any thing which might affect their mutual good understanding, engages not to erect any fortifications in the establishments which are to be restored to him within the limits of the British sovereignty upon the continent of India, and only to place in those establishments the number of troops necessary for the maintenance of the police.

13. *Fishery.* The French right of fishery upon the great Bank of Newfoundland, upon the coasts of the island of that name, and of the adjacent islands in the Gulf of St. Laurence, shall be replaced upon the footing in which it stood in 1792.

14. *When Colonies, &c. to be restored.* Those colonies, factories, and establishments, which are to be restored to His Most Christian Majesty by His Britannic Majesty or his Allies in the Northern Seas, or in the seas on the continents of America and Africa, shall be given up within the three months, and those which are beyond the Cape of Good Hope, within the six months which follow the ratification of the present treaty.

15. *Antwerp.* Antwerp shall for the future be solely a commercial port.

32. *Congress.* All the powers engaged on either side in the present war shall, within the space of two months, send plenipotentiaries to Vienna, for the purpose of regulating, in general congress, the arrangements which are to complete the provisions of the present treaty.

33. *Ratification.* The present treaty shall be ratified, and the ratification shall be exchanged within the period of 15 days, or sooner if possible.

In

In witness whereof the respective plenipotentiaries have signed and affixed to it the seals of their arms.

Done at Paris, the 30th May, 1814.

CASTLEREAGH,
ABERDEEN,
CATHCART,
CHAS. STEWART.

LE PRINCE DE BENEVENT.

Additional Articles.

Article 1. *Slave Trade.* His Most Christian Majesty, concurring without reserve in the sentiments of His Britannic Majesty, with respect to a description of traffic, repugnant to the principles of natural justice and of the enlightened age in which we live, engages to unite all his efforts to those of His Britannic Majesty, at the approaching congress, to induce all the powers of Christendom to decree the abolition of the slave trade, so that the said trade shall cease universally, as it shall cease definitively, under any circumstances, on the part of the French government, in the course of five years; and that, during the said period, no slave merchant shall import or sell slaves, except in the colonies of the state of which he is a subject.

5. *Commerce.* The two high contracting parties, desiring to establish the most friendly relations between their respective subjects, reserve to themselves, and promise to come to a mutual understanding and arrangement, as soon as possible, upon their commercial interests, with the view of encouraging and increasing the prosperity of their respective states.

The present additional articles shall have the same force and validity as if they were inserted word for word in the treaty patent of this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof, the respective plenipotentiaries have assigned and affixed to them the seals of their arms.

Done at Paris, the 30th May, 1814.

CASTLEREAGH,
ABERDEEN,
CATHCART,
CHAS. STEWART.

LE PRINCE DE BENEVENT.

[Ratified June 17, 1814.]

Convention between Great Britain and France, signed at London, the 7th March, 1815.

Article 1. *Salt on the Coasts of Coromandel and Orixá.* His Most Christian Majesty engages to farm to the British government in India, the exclusive right to purchase at a fair and equitable price, to be regulated by that which the said government shall have paid for salt in the districts in the vicinity of the French possessions on the coast of Coromandel and Orixá, respectively, the salt that may be manufactured in the said possessions, subject however to a reservation of the quantity that the agents of His Most Christian Majesty shall deem requisite for the domestic use and consumption of the inhabitants thereof; and upon the condition, that the British government shall deliver in Bengal, to the agents of His Most Christian Majesty, the quantity of salt that may be judged necessary for the consumption of the inhabitants of Chandernagore; reference being had to the population of the said settlement; such delivery to be made at the price which the British government shall have paid for the said articles.

2. *Official Account of Salt.* In order to ascertain the prices as aforesaid, the official accounts of the charges incurred by the British government, for the salt manufactured in the districts in the vicinity of the French settlements on the coasts of Coromandel and Orixá, respectively, shall be open to the inspection of a commissioner to be appointed for that purpose by the agents of His Most Christian Majesty in India; and the price to be paid by the British government shall be settled according to an average to be taken every three years, of the charges as aforesaid, ascertained by the said official accounts, commencing with the three years preceding the date of the present convention.

Price of Salt. The price of salt at Chandernagore to be determined, in the same manner, by the charges incurred by the British government for the salt manufactured in the districts nearest to the said settlement.

3. *Salt*

3. *Salt Works.* It is understood that the salt works in the possessions belonging to His Most Christian Majesty shall be and remain under the direction and administration of the agents of His said Majesty.

4. *Price of Salt.* With a view to the effectual attainment of the objects in the contemplation of the high contracting parties, His Most Christian Majesty engages to establish in his possessions on the coasts of Coromandel and Orixa, and at Chandernagore in Bengal, nearly the same price for salt, as that at which it shall be sold by the British government in the vicinity of each of the said possessions.

5. *Annual Sum to King of France.* In consideration of the stipulations expressed in the preceeding articles, His Britannic Majesty engages that the sum of four lacs of sicca rupees shall be paid annually to the agents of His Most Christian Majesty duly authorized, by equal quarterly instalments; such instalments to be paid at Calcutta or at Madras, ten days after the bills that may be drawn for the same by the said agents shall have been presented to the government of either of those presidencies; it being agreed that the rent above stipulated shall commence from the 1st of October, 1814.

6. *Quantity of Opium for French King.* With regard to the trade in opium, it is agreed between the high contracting parties, that at each of the periodical scales of that article, there shall be reserved for the French government, and delivered upon requisition duly made by the agents of His Most Christian Majesty, or by the persons duly appointed by them, the number of chests so applied for, provided that such supply shall not exceed 300 chests in each year; and the price to be paid for the same shall be determined by the average rate at which opium shall have been sold at every such periodical sale. It being understood that if the quantity of opium applied for at any one time shall not be taken on account of the French government by the agents of His Most Christian Majesty, within the usual period of delivery, the quantity so applied for shall nevertheless be considered as so much in reduction of 300 chests herein before mentioned.

Requisitions of Opium. The requisitions of opium as aforesaid are to be addressed to the governor-general at Calcutta, within 30 days after notice of the intended sale shall have been published in the Calcutta Gazette.

7. *Saltpetre.* In the event of any restriction being imposed upon the exportation of saltpetre, the subjects of His Most Christian Majesty shall nevertheless be allowed to export that article to the extent of 18,000 maunds.

8. *French Subjects in India.* His Britannic Majesty further engages to permit the subjects of His Most Christian Majesty in India to continue their residence and commerce so long as they shall conduct themselves peaceably, and shall do nothing contrary to the laws and regulations of the government.

But in case their conduct should render them suspected, and the British government should judge it necessary to order them to quit India, they shall be allowed the period of six months to retire with their effects and property to France, or to any other country they may choose.

At the same time it is to be understood, that this favour is not to be extended to those who may act contrary to the laws and regulations of the British government.

9. *Judicial Proceedings.* All Europeans and others whosoever, against whom judicial proceedings shall be instituted within the limits of the settlements or factories belonging to His Most Christian Majesty, for offences committed or for debts contracted, within the said limits, and who shall take refuge out of the same, shall be delivered up to the chiefs of the said settlements and factories; and all Europeans and others whosoever, against whom judicial proceedings as aforesaid shall be instituted without the said limits, and who shall take refuge within the same, shall be delivered up by the chiefs of the said settlements and factories, upon demand being made of them by the British government.

10. *Alteration in Agreement.* For the purpose of rendering this agreement permanent, the high contracting parties hereby engage, that no alteration shall be made in the conditions and stipulations in the foregoing articles, without the mutual consent of His Majesty the King of the United Kingdom of Great Britain and Ireland, and of His Most Christian Majesty.

11. *When to be ratified.* The present convention shall be ratified, and the ratification shall be exchanged at London, in the space of one month from the date hereof, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed it, and have thereunto affixed the seals of their arms.

Done at London. 7th March, 1815.

BUCKINGHAMSHIRE.

LE COMTE LA CHATRE.

Definitive Treaty between Great Britain and France, signed at Paris, the 20th November, 1815.

The following are the only articles of this treaty in any wise affecting trade.

7. *Disposal of Property.* In all countries which shall change sovereigns, as well in virtue of the present treaty, as of the arrangements which are to be made in consequence thereof, a period of six years from the date of the exchange of the ratifications shall be allowed to the inhabitants, natives or foreigners, of whatever condition and nation they may be, to dispose of their property, if they should think fit so to do, and to retire to whatever country they may choose.

11. *Former Treaty.* The treaty of Paris of the 30th May, 1814, and the final act of the congress of Vienna of the 9th of June, 1815, are confirmed, and shall be maintained in all such of their enactments which shall not have been modified by the articles of the present treaty.

12. *When and how to be ratified.* The present treaty, with the conventions annexed thereto, shall be ratified in one act, and the ratifications thereof shall be exchanged in the space of two months, or sooner if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereunto the seals of their arms.

Done at Paris, the 20th November, 1815.

CASTLEREAGH,
WELLINGTON.

RICHELIEU.

By Treasury letter, dated 28th March, 1826, French vessels, and their cargoes, legally imported or exported on board the same, according to the terms of the Convention in the preceding pages, are from 5th April, 1826, to be charged with such and the like duties only, of whatever kind they may be, that are charged on British vessels and similar cargoes laden on board thereof; and in like manner the same bounties, drawbacks, and allowances are to be paid on articles exported in French vessels, that are paid, granted, or allowed on similar articles exported in British vessels. And the necessary instructions are to be transmitted to the officers in the colonies for carrying into effect the stipulations contained in the two additional articles of the said Convention, respecting French vessels and their cargoes from the 1st October, 1826.

SPAIN.

SPAIN, a great country in the south-west of Europe, bounded by the Atlantic, the Mediterranean, Portugal, and France. It extends from long. 9. 13. W. to 3. 15. E. and from lat. 36. 0. to 43. 46. N. Its length from east to west (from the extreme point of Catalonia to that of Galicia) is 650 English miles; its greatest breadth from north to south 550.

The foreign trade of Spain with England, France, and the Netherlands, comprises a variety of articles both of export and import: with other countries it is less varied. From the Baltic the imports are corn and naval stores; from Greece, the coast of Africa, and the Euxine, they are in general confined to corn. The exports from Spain consist chiefly of wool, wine, brandy, fruit, olive oil, silk, salt, and barilla. All these, but in particular wool, salt, fruit, and wine, form exports to England. In return, the chief imports of Spain are woollen cloth, hard ware, and cottons from England; linen from Germany and Ireland; woollens, jewellery, and paper, from France; and salt-fish from England and Newfoundland. The quality of the Spanish wool has long been celebrated.

Moneys.—The moneys in which accounts are kept in Spain are of eight different valuations, viz.:

1st. Reales de vellon, of 34 maravedis de vellon each; and reales de Plata Antiguas, of 34 maravedis de Plata Ant. each. The latter, which is commonly called

the real of Plata, is mostly used in foreign commerce and in exchanges. The real de vellon is also divided into seventeen ochavos, of 20 dineros of Castile. The real of Plata is 640 dineros of Castile; or 32 reales de vellon are seventeen reales de Plata Antiguas. The following statement shows the relative value:—10 dineros of Castile = 1 maravedis de vellon; 2 maravedis de vellon = 1 ochavo; 17 ochavos = 1 real de vellon; $1\frac{1}{2}$ real de vellon = 1 real de Plata Ant.

For sterling value of Coins, see Tables in p. x.

2dly. The old Castilian moneys of exchange; viz. :—ducado di cambio, of 11 reales 1 maravedi; or 375 maravedis de Plata Antigua equal to $705\frac{1}{2}$ maravedis de vellon; doubloon de Plata Antigua of 32 reales de Plata Ant.; peso or dollar de Plata Ant. of 8 reales de Plata Antigua; all these are also divided into 20 sueldos, of 12 dineros each.

3dly. The new provincial moneys of account, used in the inland trade and at Malaga; viz. :—Doubloon de Plata Nueva, or provincial, of 60 reales de vellon; peso de Plata Nueva, or provincial, of 15 reales de vellon; real de Plata Nueva, or provincial, of 34 maravedis de Plata Nueva; or two reales de vellon; ducado de Plata, of 11 reales de Plata Antigua, or 704 maravedis de vellon; Ducado de vellon, of 11 reales de vellon, or 374 maravedis de vellon.

4thly. The Castilian occasional moneys of account: viz. ducado de oro, of $45\frac{1}{2}$ maravedis de vellon; ducado of freight, of 12 reales de Plata Antigua in Cadiz; or $22\frac{1}{2}$ reales de vellon at Malaga; escudo al sol, of 32 reales de vellon; escudo de oro, of 40 reales de vellon; escudo de vellon, of 10 reales de vellon; real de Plata corriente, in Bilbao, 512 dineros of Castile; ducado de Plata Nueva, of $16\frac{1}{2}$ reales de vellon.

The Mexican value is not only used in Spanish America, but is also the value according to which money is coined. The peso, or piastre, or Spanish dollar, is 8 reales Mexican, of 16 quartos, and is worth 6800 dineros of Castile.—Mexican value: $53\frac{1}{2}$ dineros of Castile = 1 quarto; 16 quarto = 1 real Mex.; 8 real Mex. = 1 piastre.

For sterling Value of Coins, see Tables in p. xl.

Weights.—8 oz. = 1 marc; 2 marcs = 1 pound; 25 pounds = 1 arroba; 4 arrobas = 1 quintal, or 102 English pounds, Imperial weight.

Dry Measure.—3 celemines = 1 quartella; 4 quartellas = 1 fanega; 1 cahiz = $17\frac{1}{2}$ bushels, Imperial measure.

Lastage.—The last of salt is 4 cahizes; 100 lasts of Madrid are 77 lasts of Dantzic. The fanega of cocoa is reckoned to weigh 100 lb. of Castile.

Wine Measure.—The moyo of wine contains 4 arrobas major, and is equal to 67 English gallons; a pipe of wine is 27 arrobas; and a botta is 30 arrobas major. Oil is sold per arroba minor, weighing 25 lb of Castile; 100 of these arrobas are equal to $279\frac{1}{2}$ English wine gallons, Imperial measure.

Long Measure.—16 lines = 1 inch; 3 inches = 1 small palm; 3 small palms = 1 great palm; $1\frac{1}{2}$ great palm = 1 foot; 3 feet = 1 varra or yard; 2 yards = 1 estado or toise; 100 varas (for measuring cloth, linen, or silk) are equal to $92\frac{1}{2}$ English yards; a millar is 1000 pieces; a gruessa, or gross, is 12 dozen.

PORTS WITHOUT THE MEDITERRANEAN.

BILBOA, or **BILBAO**, the capital of Biscay proper, is situated on the navigable river Ybaichalval, about six miles from the sea. It is well built, and has a spacious harbour. It carries on an extensive commerce, the wool of Spain being mostly exported through this channel to England, France, Holland, and other countries, while the whole of the north of Spain is supplied, through it, with foreign merchandize. The amount of the yearly exports of wool is estimated at 50,000 or 60,000 sacks of 2 cwt. each. The other exports are iron, chesnuts, olive oil, saffron, and wine. The imports are stock-fish, Baltic hemp, materials for ship-building, ship stores, cocoa, sugar, coffee, linen, English woollen manufactures, drugs, French wines, &c. The number of vessels, great and small, that visit the harbour yearly is between 500 and 600. There is now a regular custom house at Bilbao, 48 miles S. of St. Sebastian, and 220 N. of Madrid. Long. 2. 42 W. Lat. 43. 14. 15. N.

CADIZ. There are few great sea-ports in Europe that are not occasionally connected with Cadiz. Not only are Spanish merchants established here, but Irish, Italian, and also French, English, and Dutch. 45 miles N. W. of Gibraltar, and 60 S. W. of Seville. Long. 6. 17. 22. W. Lat. 36. 32. N.

CATALONIA, a well-known province of Spain, situated in the N. E. part of the kingdom, and occupying a surface of 44 leagues long and 40 broad. It is bounded N. by the Pyrennees, which separate it from France, E. by the Mediterranean, S. by

Valencia, and W. by Arragon. It is a mountainous province, and is less fertile than either of the Castiles; but its inhabitants are far more industrious, and more advanced in manufactures, commerce, and agriculture. Its capital is Barcelona; the other towns are Tarragona, Tortosa, Lerida, Gerona, Figueres, Manresa. Population 900,000.

CORUNNA, a sea-port in the province of Galicia, situated on the north-west coast, on a peninsula at the entry of the bay of Betanzos. This place is commercial, and its principal articles of export are pilchards and cattle. It is one of the principal channels of communication between Spain and her colonies. A packet sails hence every month for the Havannah, generally touching at Porto Rico; another is despatched every two months to Buenos Ayres, Chili, Peru, and the Philippine isles. The intercourse likewise between Spain and England is chiefly kept up by packets from Corunna to Fal-mouth. 28 miles N. of Compostella, and 30 N. W. of Lugo. Long. 8. 20. 23. W. Lat. 43. 23. 32. N.

DEVA, a fishing town in Guipuscoa, at the mouth of the river Deva. 15 miles W. of St. Sebastian. Long. 2. 24. W. Lat. 43. 19. N.

FIGUERAS, a town of Catalonia. 25 miles S. Perpignan. Population 4600. On an eminence in the vicinity is a strong and magnificent castle.

GIJON. The harbour is large, well sheltered, capable of admitting ships of any burden. The environs produce rye, maize, chesnuts, apples, and cider, for exportation.

Millstones also are exported in quantities. 18 miles N. of Oviedo. Long. 5. 44. 47. W. Lat. 43. 35. 19. N.

PASSAGES, LOS. The harbour is well sheltered; but is resorted to chiefly by small vessels. Population 1700. 4 miles E.N.E. of St. Sebastian. Long. 1. 55. W. Lat. 43. 20. 30. N.

RIBADEO, a town in Galicia. It is situated at the mouth of the river Eo. Population 2000. 18 miles N.E. of Mondonedo.

SANTANDER, or **St. ANDERO**, a small province. It lies along the southern shore of the bay of Biscay, between Asturias, Old Castile, and Biscay proper. The coast has several excellent harbours, such as St. Vincent de la Barquera, Santillara, Castro de Urdiales, Santander, Laredo, and above all, Santona.

SANTANDER, the capital of the foregoing canton, is situated to the east of Santillana. Its port is commodious, well sheltered, and of an easy access for merchant vessels of all sizes. It has a traffic with the north of Europe, exporting, among other articles, considerable quantities of wool. Population about 10,000. 50 miles N. W. of Bilbao, and 79 N. of Burgos. Long. 3. 40. 15. W. Lat. 43. 28. 20. N.

ST. LUCAR DE BARRAMEDA. The entrance to the harbour is dangerous; the

roadstead, on the other hand, is very good. All vessels that draw too much water to sail up the Guadalquivir are unloaded here. Its trade in salt, fruit, and particularly in wine and brandy, is large in proportion to the neighbouring towns. 38 miles S.S.W. of Seville, and 70 S.E. of Gibraltar. Long. 6. 16. W. Lat. 36. 50. N.

ST. SEBASTIAN. The trade of the place is partly with the colonial possessions of Spain, and partly with the rest of Europe, to which it exports ships' anchors, cables, and leather. 8 miles W. of Fontarabia, and 40 E. of Bilbao. Long. 1. 58. 30. E. Lat. 43. 10. 30. N.

SEVILLE, a province in the S. W. of Spain, forming the western half of Andalusia, and still retaining the title of kingdom. The exports are wool, the skins of goats and kids, fruit, and, in small quantities, oil and silk. The imports are various manufactures from England, Nuremberg wares from Germany, and iron from Bilbao. 254 miles S. by W. of Madrid, and 45 N. of Cadiz. Long. 5. 38. 37. W. Lat. 37. 24. 26. N.

VIGO, a town in Galicia, on the Atlantic, and has one of the largest, deepest, and safest harbours in the kingdom. 76 miles S. by W. of Corunna. Long. 8. 33. 30. W. Lat. 42. 13. 20. N.

PORTS WITHIN THE MEDITERRANEAN.

ALTEA, a small town in Valencia, not far from the sea. 24 miles N.E. of Alicante. Long. 0. 12. W. Lat. 38. 36. N.

ALICANTE, or **ALICANT** (the *Luculentum* of the ancients), a middle sized and well-built maritime town in the province of Valencia. It stands on a sort of peninsula, in a bay of the Mediterranean. The harbour is at some distance from the town, and is one of the best in Valencia. The exports from this place are barilla, passerillas, anise, dates, saffron, figs, capers, brandy, raisins, silk, but especially wine and soap. The last-mentioned article, which is made in the town, is of superior excellence, and is preferred in all woollen manufactories. It is 37 miles N.E. of Murcia, and 75 S. of Valencia. Population, at present about 16,950, is yearly on the increase. Long 9. 24. W. Lat. 38. 35. N.

Money.—12 dineros = 1 sueldo; 24 sueldo, 27½ maravedis of Plate, or 51½ maravedis vellon = 1 real; 20 sueldo, or 10 reals = 1 libra; 5 libras = 1 Spanish doubloon. Accounts are kept in reals and dineros; also in libras, sueldos, and dineros.

For sterling Value of Coins, see Tables in p. xl.

ALMEIRA, a rich maritime and episcopal town, in the province of Granada, situated on the river and gulf of the same name. The harbour is commodious and well sheltered. 45 miles S. of Baza, and 54 S.E. of Granada. Long. 2. 41. W. Lat. 36. 50. N.

BARCELONA, the capital of the province of Catalonia, and one of the greatest towns in the kingdom. Its situation on the Mediterranean is highly convenient for foreign commerce. The harbour, though very spacious, is difficult of entrance. The number of vessels that came in, in the year 1803, was 1333, of which 927 were Spanish. The articles of export are various manufactures, wine, and brandy. The importations consist of French and Italian manufactured goods, corn from different countries, Carolina and Milan rice, timber from the Baltic, yellow wax from Barbary, iron from Sweden, steel from England and Styria, hemp from Riga and St. Petersburg, and linen, copper, brass, and wire, from Germany. Another material article of import is the stock-fish, or dried cod, brought by the English from Newfoundland. Long. 2. 9. 57. E. Lat. 41. 21. 24. N.

Money.—2 mallas = 1 dinero; 12 dineros = 1 sueldo; 3 sueldos Catalan = 1 real de Plata Catalan; 2 ditto = 1 real ardite; 63 reals de Plata Catalan, or 10 reals arditos = 1 libra; 5 libras, 12 sueldos, = 1 doubloon de Plata. Accounts are kept in libras, dineros, and mallas. The libra is worth about 2s. 5d.

For sterling Value of other Coins, see Tables in p. xl.

BENICARLO, a small town in the province of Valencia, situated in a rich and fertile

tile country, is famous for its wine. 3 miles N. of Peniscola, and 85 N. E. of Valencia.

BLANES, (anciently **BLANDA**) a small sea-port town in the province of Catalonia, district of Gerona, situated at the mouth of the Tordera, with a small harbour, and a castle. 34 miles N.E. of Barcelona. Long. 2. 38. E. Lat. 41. 42. N.

CARTHAGENA, or **CARTAGENA**, an old and well-known sea-port of Spain, on the coast of Murcia. It possesses the best harbour in the Mediterranean, if not in Europe. A manufactory of sail-cloth is carried on by the inhabitants. In the neighbourhood are occasionally found by the usual process of excavating and washing the soil, rubies, amethysts, and other precious stones; there is here also an extensive alum work. Population 25,000. 25 miles S. S. E. of Murcia, and 115 S. S. W. of Valencia. Long. 1. 0. 21. W. Lat. 37. 35. 50. N.

DENIA. The chief traffic is in raisins, almonds, and other products of the neighbourhood. Population 2000. Near this is a small island of the same name. 40 miles N. N. E. of Alicante, and 45 S. S. E. of Valencia. Long. 0. 2. W. Lat. 38. 50. N.

MALAGA. The harbour of Malaga is capable of containing about 400 merchant vessels and 20 ships of the line, and those of the greatest burden may come up close to the quays. Ships may enter with all winds, and are perfectly sheltered. An extensive trade is carried on in fruits produced here. These are figs, almonds, oranges, lemons, and olives, but the great export is wine. The vineyards on the surrounding hills produce annually between 2000 and 3000 pipes of wine, of which the one half is exported. The grapes are all dried in the sun, and exported to every part of Europe, under the name of Malaga raisins. In September is made a species of wine resembling sherry, but not

equal to it; in October and November is made the celebrated Malaga or mountain wine. The chief imports are hardware, linen, cheese, butter, salt-fish, and, in years of failure in Spain, wheat and barley. Population 52,000. 55 miles W. S. W. of Granada, and 203 S. by W. of Madrid. Long. 4. 25. 2. W. Lat. 36. 43. 30. N.

ROSAS has a small but deep harbour, well defended against the north and north-east winds. Its bay is large and deep, but somewhat exposed to the south and west. The number of inhabitants is 2600. 22 miles N. E. of Cerona. Long. 3. 10. 13. E. Lat. 42. 16. 6. N.

CAPE SALOU, a promontory in the south-east part of the coast of Catalonia. Long. 1. 11. 50. E. Lat. 41. 4. 30. N.

TARRAGONA, a sea-port in Catalonia, near the mouth of the river Francoli. 49 miles W. S. W. of Barcelona, and 278 E. of Madrid. Long. 1. 15. 30. E. Lat. 41. 8. 50. N.

VALENCIA, a large city in the east of Spain, the capital of the province, formerly the kingdom of Valencia. It is situated only two miles from the sea, in an open plain, on the banks of the Guadalaviar. The maritime trade of the place is carried on by lighters, which load and unload vessels at the village of Grao, near the mouth of the river. 170 miles E. S. E. of Madrid. Long. 0. 23. 3. W. Lat. 39. 28. 45. N.

VALENCIA, a city of South America. The adjacent country produces every sort of provision and fruits in great abundance, and the plains feed immense herds of cattle, with sheep, horses, and mules, so that its markets are well supplied.

XAVEA, or **SANGUESA**, a small town of the north-east of Spain, in Navarre, on the river Arragon. 25 miles S. S. W. of Pampluna, and 51 N. W. of Saragossa. Population 2600.

MAJORCA, the principal of the Balearic isles, a group situated in the Mediterranean. The cultivation of corn being very limited, it is necessary to import 10,000 quarters annually. The wool of Majorca is in general of good quality. They have few manufactures. The exports consist of olive-oil, wine, spirits, oranges, lemons, almonds, cheese, capers, and beans.

MINORCA, the second of the Balearic islands, in the Mediterranean, is situated 37 miles east of Majorca, and 120 miles from the coast of Spain. Wheat and barley are the principal species of corn, but they are not raised in sufficiency for the internal consumption. Wine, on the other hand, is made in a quantity that admits of export; wool and cheese also are sent abroad. The other products are olives and olive-oil, salt, honey, fruit, pulse, and vegetables.

IVICA, or **IBIZA**, the principal of the

group of islands called the Pythussæ. Its extent is 190 square miles; its population 15,200.

IVICA, the capital of the island of the same name, has a good harbour, which, though somewhat encumbered by mud, is still capable of containing a considerable squadron, and is the most commodious on the island. Population 2700. Long. 4. 29. 12. E. Lat. 38. 53. 16. N.

CANARIES, a considerable group of islands, situated in the Atlantic ocean, near the western coast of Africa. They are 13 in number, of which the largest are Tenerife, Grand Canary, and Fuerteventura; while Palma, Ferro, Gomera, and Lancerota, are only of secondary magnitude; and the remaining six, Graciosa, Rocca, Allegranza, St. Clara, Inferno, and Lobos, can scarcely be considered as more than rocks. The most valuable production of the Canaries is wine of

of which Teneriffe yields from 20,000 to 24,000 pipes, 8000 or 9000 of which are exported. They produce wheat sufficient for their own consumption; also maize, potatoes, and French beans. The other chief objects of trade are brandy, archil, and soda.

GRAND CANARY, the largest and most fertile of the group of the Canaries, though it has not been so much visited by Europeans as Teneriffe. It is nearly of a round form, about 30 miles long by 28 broad. The wine which is called *Sack*, or *Canary*, though excellent, is produced only

in small quantity; and the same may be said of some cheeses made near Barraco Undo, which are considered exquisite, and afford a subject of exportation. The addition of a little raw silk and brandy nearly completes the list of materials for trade. Long. 15. 23. to 15. 51. W. Lat. 27. 45. to 28. 13. 30. N.

TENERIFFE. The commercial importance of Teneriffe depends chiefly on its wine. From 10,000 to 15,000 pipes are annually exported. Teneriffe exports also orchilla weed, rose-wood, and a few other articles.

Treaty of Friendship and Alliance between His Britannic Majesty and His Catholic Majesty Ferdinand VII. signed at Madrid, the 5th July, 1814.

ARTICLE 1. *Peace established.* There shall be in future a strict and intimate alliance between His Majesty the King of the United Kingdom of Great Britain and Ireland and His Catholic Majesty, their heirs and successors; and in consequence of this intimate union, the high contracting parties shall endeavour to forward, by all possible means, their respective interests.

His Britannic Majesty and His Catholic Majesty declare, however, that in drawing closer the ties so happily subsisting between them, their object is by no means to injure any other state.

2. *Treaties with other Powers.* The present alliance shall in no way derogate from the treaties and alliances which the high contracting parties may have with other powers, it being understood that the said treaties are not contrary to the friendship and good understanding which it is the object of the present treaty to cement and perpetuate.

3. *Treaty of Commerce.* It having been agreed by the treaty signed at London on the 14th of January, 1809, to proceed to the negotiation of a treaty of commerce between Great Britain and Spain, as soon as it should be practicable so to do, and the two high contracting parties desiring mutually to protect and extend the commerce between their respective subjects, promise to proceed without delay to the formation of a definitive arrangement of commerce.

4. *Spanish America.* In the event of the commerce of the Spanish American possessions being opened to foreign nations, His Catholic Majesty promises that Great Britain shall be admitted to trade with those possessions as the most favoured nation.

5. *Ratification.* The present treaty shall be ratified, and the ratifications shall be exchanged, within 40 days, or sooner if possible.

In witness whereof, we the undersigned plenipotentiaries have signed, in virtue of our respective full powers, the present treaty of friendship and alliance, and have sealed it with the seals of our arms.

Done at Madrid, the 5th July, 1814.

H. WELLESLEY.

Additional Article to the Treaty of Friendship and Alliance between His Britannic Majesty and His Catholic Majesty Ferdinand VII. signed at Madrid the 28th August, 1814.

Trade and Treaty of Commerce. It is agreed that, pending the negotiation of a new treaty of commerce, Great Britain shall be admitted to trade with Spain upon the same conditions as those which existed previously to the year 1796. All the treaties of commerce which at that period subsisted between the two nations being hereby ratified and confirmed.

Done at Madrid, the 28th August, 1814.

H. WELLESLEY.

PORTUGAL.

PORTUGAL, the most western kingdom of Europe, is bounded by Spain and the Atlantic, and extends from 36. 56. to 42. 7. of N. lat. and from 7. 34. to 9. 30. of W. long. For a long time past, the import and export trade has been managed chiefly by foreign merchants, particularly British, settled at Lisbon and Oporto. The exports consist almost entirely of raw produce, viz. wine, salt, and wool. The imports are very various, viz. corn, flour, fish, woollens, linen, cotton, lace, hardware, hats, shoes, stockings; in short, manufactures of almost every kind.

AVEIRO, in the province of BEIRA, district of Coimbra, with about 7000 inhabitants. Many English are settled here on account of the thriving trade in oil, salt, and fish, especially sardels. 33 miles S. of Oporto, 116 N. of Lisbon. Long. 8. 34. W. Lat. 40. 40. N.

CAMINHA, a small but strong town, in the province of Entre Douro e Minho, district of Valença, situated at the mouth of the Minho. Population 1300. 11 miles N.N.W. of Viana. Long. 8. 35. W. Lat. 41. 45. N.

FARO. The harbour is almost blocked up, but the roadstead affords convenient anchorage; and a considerable traffic is carried on with England and other countries in the export of fruits, wine, cork, and sumach. There are also packet boats between this place and Gibraltar. 18 miles S.W. of Tavira, and 130 S.E. of Lisbon. Long. 7. 51. 57. W. Lat. 37. 2. N.

FIGUEIRA, a thriving town in the province of Beira, on the Mondego. It has a number of good houses and a harbour, which, though somewhat difficult of access, is secure. 10 miles S.W. of Montemor o Velho.

LISBON, the capital of Portugal, is situated on the north bank of the Tagus, which here is 9 miles in breadth. The commerce of Lisbon is very considerable, comprising all the colonial, and perhaps three-fourths of the foreign trade of the kingdom at large. The harbour is uncommonly capacious and safe. To England the exports are wines, known by the names of *Lisbon* and *Calcavella*; oranges, lemons, and other fruits; cork, wood, and some silk and wool. The returns are calicoes, woollens, stockings, watches, trinkets, hardware, copper, lead, and coals. From Ireland the imports are corn, flour, and salted provisions. To the north of Europe the exports from Lisbon are wines, salt, fruits, and some colonial produce; the imports hemp, flax, iron, timber, deals, stock fish,

pitch, tar, Russian and German lineus, and above all, corn.

Monneys.—20 rees = 1 vintin; 50 ditto = 1 macuta; 100 ditto = 1 testoon; 480 ditto = 1 new crusado; 800 ditto = 1 oito testoon; 1000 ditto = 1 milree, or milreis; 1200 ditto = 1 quartinho; 1600 ditto = 1 dezeseis testoon; 6400 ditto = 1 dobra meia, or Joaneses; 24,000 ditto = 1 dobra, or Portugal pica.

Accounts are kept in rees and milrees, in the notation of which the milrees are separated from the rees by a crossed cypher, called *cifraon*, and the milrees from the millions by a colon, thus 5 : 300 ⊖ 500, i. e. five thousand three hundred milrees, and five hundred rees. The milree is an imaginary money worth about 5s. 7½d. sterling; as a coin about 3s. 6d. The macuta is a money of account in Brazil, where are coined patacas of 600 or 640 rees, the intrinsic value of which is 10 per cent. less than that of the Portugal coins.

For sterling value of other Coins, see Tables in p. xl.

Weights.—8 ounces = 1 marck; 2 marcks = 1 pound; 32 pounds = 1 arroba; 4 arrobas = 1 quintal; 100 pounds Portuguese, are equal to 101½ pounds English.

Measures.—The moyo of corn, salt, &c. is 15 fanegas, or 60 alquieres; the alquiere being 4 fanegas, and is equal to 21½ English bushels, Imperial measure. A tonelada is two pipes of 26 almudas each. Fifty cavados, or 150 palmos, are 74 English feet, or 24 and two-thirds of English yards. For freight a last is reckoned at four pipes of oil or wine, four chests of sugar, 4000 pounds of tobacco, 3500 pounds of shumac. But from one place in Portugal to another, a tonelada is reckoned at 52 almudas of liquids, or 54 almudas of dry goods. Coffee is sold per arroba; cotton, indigo, and pepper, per pound; oil, per almuda; wine, per pipe; corn, per alquiere; salt, per moyo.

OPORTO, situate at the mouth of the great river Douro, which forms the natural outlet for the produce of the north of Portugal, has long been a kind of emporium for the export of wine, particularly the well known *Port*. The amount exported varies in different years, being 50,000, 60,000 or 70,000 pipes, of which by far the greatest proportion goes to the British dominions. The lesser exports from Oporto are oil, sumach, linen, and oranges. The imports are woollen, cotton, and hardware manufactures, almost all from England; also fish from the west

of England and Newfoundland: from the Baltic, hemp and flax; from the United States, the chief import is rice. 172 miles N. by E. of Lisbon, and 49 N. of Coimbra. Long. 8. 39. 30. W. Lat. 41. 11. 15. N.

VIANA has some trade in the corn, oil,

AZORES, or WESTERN ISLANDS, a group of islands situated in the Atlantic ocean, between the 37th and 40th degrees of N. lat., and the 25th and 32d of W. long. They are divided into three smaller groups, of which the most eastern consists of the island of St. Michael, with the small adjacent one of St. Mary; the middle and largest is composed of the five islands of Terceyra, Graciosa, St. George, Pico, and Fayal. The small islands of Corvo and Flores lie considerably further west, and appear almost detached from the others. The best vines are raised on the lofty sides of the Pico, and from which wine is made, and being exported through Fayal, is known by the latter name. It is decidedly inferior to Madeira, but being 50 per cent. cheaper obtains a considerable sale. The oranges are of peculiar excellence. Pico exports also a fine species of

and fruit produced in the adjacent country. 42 miles N. by W. of Oporto.

VILLA D'CONDE, a town on the river Ave, near its mouth. It contains 4500 inhabitants, has a small harbour, and some coasting trade. 18 miles N. of Oporto. Long. 8. 39. 15 E. Lat. 41. 25. N.

wood, little inferior to mahogany. Angra, the capital of Terceira, is the seat of government, but Ponta del Gada, in the island of St. Michael, is a larger town.

ST. MARY, one of the Azores. Long. 25. 6. W. Lat. 37. N.

ST. MICHAEL'S, the largest of the Azores. It is nearly 160 English miles in circumference. The oranges of St. Michael's are particularly esteemed. The inhabitants maintain a considerable intercourse with England, Russia, America, &c. From England they are entirely supplied with woollens, hardware, earthenware, and various other necessities; sending in exchange about 70 vessels annually laden with fruit.

CORVO, FAYAL, (from which wine is now imported into Great Britain) **FLORES, GRACIOSA, PICO, ST. GEORGE, and TERCEIRA** also form part of the AZORES.

MADEIRA, a considerable and important island, situated off the western coast of Africa. The commerce of the island consists almost entirely in the export of its wine, the demand for which is considerable in Britain, and still more in all her colonies and settlements. The annual amount is reckoned from 15,000 to 17,000 pipes. The best is that called *London Particular Madeira*; the second, which is inferior, is called *London Market*; the third is that suited to the India market; the fourth is for the New York market; and there is a fifth, and still inferior kind, which is called *Cargo*. There are also four other species, of each of which a limited quantity is made, called Genial, Sweet Malmsey, Dry Malmsey, and Tinto or Red Wine. For the wines imported by England for her own use, and that of her settlements in the East Indies, the returns consist of an almost infinite variety of commodities. Adjacent to Madeira is Port Santo, a small island, rather high, and with a good roadstead. Funchal, the capital, is in long. 17. 6. W. lat. 32. 37. N. It is understood that the Board of Admiralty has sent an able astronomer to the island of Madeira, to determine its exact longitude by a series of astronomical observations to be carried on there and in England at the same time. When this is accomplished, ships on long voyages may correct their longitude by touching at Madeira,

and afterwards proceed with confidence and safety.

Moneys.—Accounts are kept in reas and milreas. 1000 reas = 1 milrea = 5s. 6d. sterling. Spanish dollars pass for 1000 reas = 10 bits; pistareens pass for 200 reas = 2 bits; half pistareens or bits pass for 100 reas = 1 bit; quarter pistareens in proportion. The copper coins are—pieces of 5, 10, and 20 reas, being the $\frac{1}{20}$, $\frac{1}{10}$, and $\frac{1}{5}$ part of the pistareen.

For sterling value of other Coins, see Tables in p. xl.

Weights.—One pound of Portugal = 1 pound $3\frac{1}{2}$ drams avoirdupois of England; 100 pounds of Portugal = 101 pounds, 3 oz. $3\frac{1}{2}$ drams English; 116 pounds of Madeira = 112 pounds English.

Measures.—Twenty-five almudes = 1 pipe; 2 pipes = 1 tun; 18 almudes = 1 barrel; 255 alquier = 75 bushels English, Imperial measure. There are two principal measures, the vara and the cordova, the former is 5 palms or pans, and the latter 3. The palm is 8 Portuguese, nearly 9 English inches; and the cordova is 26 $\frac{1}{2}$ English inches.

CAPE VERDE ISLANDS, a groupe situated in the Atlantic, about 80 miles west of the Cape, on the coast of Africa, whence they derive their name. They comprise *Bravo, Euengo, Mayo, Sal Bonavista, St. Antonio, St. Jago, St. Lucia, St. Nicholas, St. Vincent.*

Treaty

Treaty of Friendship and Alliance between His Britannic Majesty and His Royal Highness the Prince Regent of Portugal, signed at Rio De Janeiro, the 19th February, 1810.

Peace established. 1. There shall be a perpetual, firm, and unalterable friendship, defensive alliance, and strict and inviolable union, between His Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part, and His Royal Highness the Prince Regent of Portugal, his heirs and successors, on the other part; as also between and amongst their respective kingdoms, dominions, provinces, countries, and subjects, so that the high contracting parties shall constantly employ as well their utmost attention as all those means which Almighty Providence has put in their power, for preserving the public tranquillity and security, for maintaining their common interests, and for their mutual defence and guarantee against every hostile attack, the whole in conformity to the treaties already subsisting between the high contracting parties; the stipulations of which, so far as the points of alliance and friendship are concerned, shall remain in entire force and vigour, and shall be deemed to be renewed by the present treaty in their fullest interpretation and extent.

[For the remainder of this treaty, see Article 3 of treaty in the next page.]

Done in the city of Rio de Janeiro, the 19th February, 1810.

STRANGFORD.

CONDE DE LINHARES.

Convention between Great Britain and Portugal, signed at Vienna, the 21st January, 1815, in the English and Portuguese Languages.

Article 1. *Ships detained.* That the sum of £300,000 be paid in London to such person as the Prince Regent of Portugal may appoint to receive the same; which sum shall constitute a fund to be employed under such regulations, and in such manner as the said Prince Regent of Portugal may direct, in discharge of claims for Portuguese ships detained by British cruisers previous to the 1st day of June, 1814, upon the alleged ground of carrying on an illicit traffic in slaves.

2. That the said sum shall be considered to be in full discharge of all claims arising out of captures made previous to the 1st of June, 1814; His Britannic Majesty renouncing any interference whatever in the disposal of this money.

3. *When to be ratified.* The present convention shall be ratified, and the ratifications shall be exchanged, in the space of five months, or sooner if possible.

In witness whereof, the respective plenipotentiaries have signed it, and have thereunto affixed the seals of their arms.

Done at Vienna, the 21st of January, 1815.

CASTLEREAGH.

CONDE DE PALMELLA,

ANTONIO DE SALDANHA DE GAMA.

B. JOAQUIM LOBO DA SILVEIRA.

Treaty between Great Britain and Portugal, signed at Lisbon, 27th December, 1703. (a)

1. *Woollens.* His Sacred Royal Majesty of Portugal promises, both in his own name and that of his successors, to admit, for ever hereafter, into Portugal, the woollen cloths and the rest of the woollen manufactures of the Britons, as was accustomed till they were prohibited by the laws: nevertheless, upon this condition,

2. *Portugal Wines.* That is to say, that Her Sacred Royal Majesty of Great Britain shall, in her own name and that of her successors, be obliged for ever hereafter to admit the wines of the growth of Portugal into Britain; so that at no time, whether there shall be peace or war between the kingdoms of Britain and France, any thing more shall be demanded for these wines, by the name of

custom or duty, or by whatsoever other title, directly or indirectly, whether they shall be imported into Great Britain in pipes or hogsheads, or other casks, than what shall be demanded from the like quantity or measure of French wine, deducting or abating a third part of the custom or duty: but if at any time this deduction or abatement of customs, which is to be made as aforesaid, shall in any manner be attempted and prejudiced, it shall be just and lawful for His Sacred Royal Majesty of Portugal again to prohibit the woollen cloths, and the rest of the British woollen manufactures.

Given at Lisbon, the 27th of December, 1703.

JOHN METHUEN.

MARCHIS ALEGRETENSIS.

Treaty of Commerce and Navigation between Great Britain and Portugal. Signed at Rio De Janeiro, the 19th February, 1810.

1. *Commerce and Navigation.* Peace established.

2. There shall be reciprocal liberty of commerce and navigation between the respective subjects of the two high contracting parties, in all the territories and dominions of either. They may trade, travel, sojourn, or establish themselves, in all the ports, cities, towns, countries, provinces, or places whatsoever, belonging to each of the two high contracting parties, except in those from which all foreigners whatsoever are generally and positively excluded, the names of which places may be hereafter specified in a separate article of this treaty. Provided, however, that it be thoroughly understood that any place belonging to either of the two high contracting parties, which may hereafter be opened to the commerce of the subjects of any other country, shall thereby be considered as equally opened, and upon correspondent terms, to the subjects of the other high contracting party, in the same manner as if it had been expressly stipulated by the present treaty. And His Britannic Majesty, and His Royal Highness the Prince Regent of Portugal, do hereby bind themselves not to grant any favour, privilege, or immunity in matters of commerce and navigation, to the subjects of any other state, which shall not be also at the same time respectively extended to the subjects of the high contracting parties, gratuitously, if the concession in favour of that other state should have been gratuitous, and on giving *quam proxime*, the same compensation or equivalent, in case the concession should have been conditional.

3. *Duties and Privileges.* The subjects of the two Sovereigns respectively shall not pay in the ports, harbours, roads, cities, towns, or places whatsoever, belonging to either of them, any greater duties, taxes, or imposts (under whatsoever names they may be designated or included), than those that are paid by the subjects of the most favoured nation; and the subjects of each of the high contracting parties shall enjoy within the dominions of the other, the same rights, privileges, or exemptions, in matters of commerce and navigation, that are granted or may hereafter be granted to the subjects of the most favoured nation.

4. *Port Charges.* His Britannic Majesty, and His Royal Highness the Prince Regent of Portugal, do agree, that there shall be a perfect reciprocity on the subject of the duties and imposts to be paid by the vessels of the high contracting parties, within the several ports and anchoring places belonging to each of them; to wit, that the vessels of the subjects of His Britannic Majesty shall not pay any higher duties or imposts (under whatsoever name they be designated or implied) within the dominions of His Royal Highness the Prince Regent of Portugal, than the vessels belonging to the subjects of His Royal Highness the Prince Regent of Portugal shall be bound to pay within the dominions of His Britannic Majesty, and *vice versâ*. And this agreement shall particularly extend to the payment of the duties known by the name of *Port Charges, Tonnage, and Anchorage Duties*, which shall not in any case, or under any pretext, be greater for British vessels within the dominions of Portugal, than for Portuguese vessels within the dominions of His Britannic Majesty, and *vice versâ*.

5. *Bounties and Drawbacks.* The two high contracting parties do also agree, that the same rates of bounties and drawbacks shall be established in their respective ports

ports upon the exportation of goods, whether those goods be exported in British or Portuguese vessels, that is, that British vessels shall enjoy the same favour in this respect, within the dominions of Portugal, that may be shown to Portuguese vessels within the dominions of His Britannic Majesty, and *vice versa*. The two high contracting parties do also agree, that goods coming respectively from the ports of either of them, shall pay the same duties, whether imported in British or Portuguese vessels; or otherwise, that an increase of duties may be imposed upon goods coming into the ports of the dominions of Portugal from those of His Britannic Majesty in British ships, equivalent, and in exact proportion to any increase of duties that may hereafter be imposed upon goods coming into the ports of His Britannic Majesty from those of His Royal Highness the Prince Regent of Portugal, imported in Portuguese ships. And in order that this matter may be settled with due exactness, and that nothing may be left undetermined concerning it, it is agreed, that tables shall be drawn by each government, respectively, specifying the difference of duties to be paid on goods so imported; and the tables (which shall be made applicable to all the ports within the respective dominions of each of the contracting parties) shall be adjudged to form part of this present treaty.

What deemed British and Portuguese Vessels. In order to avoid any differences or misunderstanding with respect to the regulations which may respectively constitute a British or Portuguese vessel, the high contracting parties agree in declaring, that all vessels built in the dominions of His Britannic Majesty, and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels: and that all vessels built in the countries belonging to Portugal, or ships taken by any of the vessels of war belonging to the Portuguese government, or any of the inhabitants of the dominions of Portugal, having commissions or letters of marque and reprisal from the government of Portugal, and condemned as lawful prize in any court of admiralty of the Portuguese government, and owned by the subjects of His Royal Highness the Prince Regent of Portugal, and whereof the master and three-fourths of the mariners, at least, are subjects of His Royal Highness the Prince Regent of Portugal, shall be considered as Portuguese vessels. (a)

6. *Asia.* The mutual commerce and navigation of the subjects of Great Britain and Portugal, respectively, in the ports and seas of Asia, are expressly permitted to the same degree as they have heretofore been allowed by the two crowns: and the commerce and navigation thus permitted, shall be placed on the footing of the commerce and navigation of the most favoured nation trading in the ports and seas of Asia; that is, that neither of the high contracting parties shall grant any favour or privilege in matters of commerce and navigation to the subjects of any other state trading within the ports and seas of Asia, which shall not be also granted *quam proxime* on the same terms to the subjects of the other contracting party. His Britannic Majesty engages not to make any regulation which may be prejudicial or inconvenient to the commerce and navigation of the subjects of His Royal Highness the Prince Regent of Portugal within the ports and seas of Asia, to the extent which is or may hereafter be permitted to the most favoured nation. And His Royal Highness the Prince Regent of Portugal does also engage not to make any regulations which may be prejudicial or inconvenient to the commerce and navigation of the subjects of His Britannic Majesty within the ports, seas, and dominions opened to them by virtue of the present treaty.

13. *Packets.* Packets shall be established for the purpose of furthering the public service of the two courts, and facilitating the commercial intercourse of their respective subjects. A convention shall be concluded forthwith on the basis

(a) By a declaration signed "WELLESLEY," dated Foreign Office, 17th June, 1810, such other ships will likewise be entitled to be considered as British ships, which shall have been captured from the enemy by His Majesty's ships of war, or by subjects of His Majesty furnished with letters of marque by the lords commissioners of the admiralty, and regularly condemned in one of His Majesty's prize courts as a lawful prize, in the same manner as ships captured from the enemy by the ships of Portugal, and condemned under similar circumstances, are, by the subsequent paragraph of the aforementioned article of the said treaty, to be considered as Portuguese ships.

of that which was signed at Rio de Janeiro, on the 14th day of September, 1808, in order to settle the terms upon which the packets are to be established, which convention shall be ratified at the same time with the present treaty.

15. *Tariff.* All goods and articles whatsoever of the produce, manufacture, industry, or invention of the dominions and subjects of His Britannic Majesty, shall be admitted into all the ports and dominions of His Royal Highness the Prince Regent of Portugal, as well in Europe as in America, Africa, and Asia, whether consigned to British or Portuguese subjects, on paying generally and solely, duties to the amount of fifteen per cent. according to the value which shall be set upon them by a tariff or table of valuations, called in the Portuguese language *pauta*, the principal basis of which shall be the sworn invoice cost of the aforesaid goods, merchandizes, and articles, taking also into consideration (as far as may be just or practicable) the current prices thereof in the country into which they are imported. This tariff or valuation shall be determined and settled by an equal number of British and Portuguese merchants of known integrity and honour, with the assistance on the part of the British merchants, of His Britannic Majesty's Consul General, or Consul, and on the part of the Portuguese merchants with the assistance of the superintendant, or administrator general of the customs, or of their respective deputies. And the aforesaid tariff shall be made and promulgated in each of the ports belonging to His Royal Highness the Prince Regent of Portugal, in which there are or may be custom-houses. And it shall be revised and altered if necessary, from time to time, either in the whole, or in part, whenever the subjects of His Britannic Majesty, resident within the dominions of His Royal Highness the Prince Regent of Portugal, shall make a requisition to that effect through the medium of His Britannic Majesty's consul general, or consul, or whenever the trading and commercial subjects of Portugal shall make the same requisition on their own part.

Goods not mentioned in Tariff. If any British goods should hereafter arrive in the ports of the Portuguese dominions without having been specifically valued and rated in the new tariff or *pauta*, they shall be admitted on paying the same duties of fifteen per cent. *ad valorem*, according to the invoices of the goods, which shall be duly presented and sworn to by the parties importing the same. And in case that any suspicion of fraud, or unfair practices should arise, the invoices shall be examined, and the real value of the goods ascertained by a reference to an equal number of British and Portuguese merchants of known integrity and honour; and in case of a difference of opinion amongst them, followed by an equality of votes upon the subject, they shall then nominate another merchant likewise of known integrity and honour, to whom the matter shall be ultimately referred, and whose decision thereon shall be final, and without appeal. And in case the invoice should appear to have been fair and correct, the goods specified in it shall be admitted, on paying the duties abovementioned of fifteen per cent. and the expences, if any, of the examination of the invoice, shall be defrayed by the party who called its fairness and correctness into question. But if the invoice should be found to be fraudulent and unfair, then the goods and merchandizes shall be bought up by the officers of the customs on the account of the Portuguese government, according to the value specified in the invoice, with an addition of ten per cent, to the sum so paid for them by the officers of the customs, the Portuguese government engaging for the payment of the goods so valued and purchased by the officers of the customs within the space of fifteen days, and the expences, if any, of the examination of the fraudulent invoice shall be paid by the party who presented it as just and fair.

17. *Military Stores.* Articles of military and naval stores brought into the ports of His Royal Highness the Prince Regent of Portugal, which the Portuguese government may be desirous of taking for its own use, shall be paid for without delay at the prices appointed by the proprietors, who shall not be compelled to sell such articles on any other terms.

If the Portuguese government shall take into its own care and custody any cargo, or part of a cargo, with a view to purchase, or otherwise, the Portuguese government shall be responsible for any damage or injury that the same may receive while in the care and custody of the officers of the Portuguese government.

18. *Assignantes.*

18. *Assignantes.* His Royal Highness the Prince Regent of Portugal is pleased to grant to the subjects of Great Britain the privilege of being *assignantes* for the duties to be paid in the custom-houses of His Royal Highness's dominions, on the same terms, and on giving the same security as are required from the subjects of Portugal.

Usage of Customs. On the other hand the subjects of the crown of Portugal shall receive, as far as it may be just or legal, the same favour in the custom-houses of Great Britain as is shown to the natural subjects of His Britannic Majesty.

19. *What Duties to be paid.* His Britannic Majesty does promise and engage, that all goods and articles whatsoever, of the produce, manufacture, industry, or invention of the dominions or subjects of the Prince Regent of Portugal, shall be admitted into the ports and dominions of His Britannic Majesty, on paying generally and only the same duties that are paid upon similar articles by the subjects of the most favoured nation.

Reduction of Duties. If any reduction of duties should take place exclusively in favour of British goods imported into the dominions of Portugal, an equivalent reduction shall take place on Portuguese goods and merchandizes imported into His Britannic Majesty's dominions, and *vice versâ*; the articles upon which such equivalent reduction is to take place being settled by previous concert and agreement between the two high contracting parties.

It is understood, that any such reduction so granted by either party to the other, shall not be granted afterwards (except upon the same terms and for the same compensation) in favour of any other state or nation whatsoever. And this declaration is to be considered as reciprocal on the part of the two high contracting parties.

20. *Brazil.—Warehousing.* But as there are some articles of the growth and production of Brazil, which are excluded from the markets and home consumption of the British dominions, such as sugar, coffee, and other articles similar to the produce of the British colonies; His Britannic Majesty, willing to favour and protect (as much as possible) the commerce of the subjects of His Royal Highness the Prince Regent of Portugal, consents and permits that the said articles, as well as all others the growth and produce of Brazil, and all other parts of the Portuguese dominions, may be received and warehoused in all the ports of His dominions, which shall be by law appointed to be warehousing ports for those articles, for the purpose of re-exportation, under due regulation, exempted from the greater duties with which they would be charged were they destined for consumption within the British dominions, and liable only to the reduced duties and expences on warehousing and re-exportation.

21. *East and West Indies.* In like manner, notwithstanding the general privilege of admission thus granted in the fifteenth article of the present treaty by the Prince Regent of Portugal, in favour of all goods, the produce and manufacture of the British dominions; His Royal Highness reserves to Himself the right of imposing heavy, and even prohibitory duties on all articles known by the name of *British East Indian Goods* and *West Indian Produce*, such as sugar and coffee, which cannot be admitted for consumption in the Portuguese dominions, by reason of the same principle of colonial policy which prevents the free admission into the British dominions of corresponding articles of Brazilian produce.

Goods for Export. But His Royal Highness the Prince Regent of Portugal consents that all the ports of His dominions, where there are or may be custom-houses, shall be free ports for the reception and admission of all articles whatsoever, the produce or manufacture of the British dominions, not destined for the consumption of the place at which they may be received or admitted, but for re-exportation, either for other ports of the dominions of Portugal, or for those of other states. And the articles thus received and admitted (subject to due regulations) shall be exempted from the duties with which they would be charged, if destined for the consumption of the place at which they may be landed or warehoused, and liable only to the same expences that may be paid by articles of Brazilian produce, received and warehoused for re-exportation in the ports of His Britannic Majesty's dominions.

22. *St. Catherine.* His Royal Highness the Prince Regent of Portugal is pleased to declare the port of St. Catherine to be a *Free Port*, according to the terms mentioned in the preceding article of the present treaty.

23. *Goa.* His Royal Highness the Prince Regent of Portugal is pleased to render Goa a *Free Port*, and of permitting the free toleration of all religious sects whatever in that city and in its dependencies.

24. *Africa.* All trade with the Portuguese possessions situated upon the eastern coast of the continent of Africa (in articles not included in the exclusive contracts possessed by the crown of Portugal) which may have been formerly allowed to the subjects of Great Britain, is confirmed and secured to them now, and for ever, in the same manner as the trade which has hitherto been permitted to Portuguese subjects in the ports and seas of Asia is confirmed and secured to them by virtue of the sixth article of the present treaty.

25. *Incorporated Bodies.* His Britannic Majesty consents to waive the right of creating factories or incorporated bodies of British merchants, within the dominions of Portugal; provided, however, that this shall not deprive the subjects of His Britannic Majesty, residing within the dominions of Portugal, of the full enjoyment as individuals engaged in commerce, of any of those rights and privileges which they did or might possess as members of incorporated commercial bodies; and also that the commerce and trade carried on by British subjects shall not be restricted, or otherwise affected by any commercial company whatever, possessing exclusive privileges and favours within the dominions of Portugal. And His Royal Highness the Prince Regent of Portugal does also engage, that he will not permit that any other nation or state shall possess factories or incorporated bodies of merchants within his dominions, so long as British factories shall not be established therein.

26. *Revision of Treaties.* The two high contracting parties agree, that they will forthwith proceed to the revision of all other former treaties subsisting between the two crowns, for the purpose of ascertaining what stipulations contained in them are, in the present state of affairs, proper to be continued or renewed.

Wines and Woollen Cloths. It is agreed, that the stipulations contained in former treaties concerning the admission of the wines of Portugal on the one hand, and the woollen cloths of Great Britain on the other, shall at present remain unaltered. In the same manner it is agreed, that the privileges and immunities granted by either contracting party to the subjects of the other, whether by treaty, decree, or alvara, shall remain unaltered, except the power granted by former treaties, of carrying in the ships of either country goods of any description whatever, the property of the enemies of the other country, which power is now mutually and publicly renounced and abrogated.

27. *Property of Enemies or Contraband of War.* The reciprocal liberty of commerce and navigation, declared by the present treaty, shall be considered to extend to all goods whatsoever, except those articles the property of the enemies of either power, or contraband of war.

28. *Prohibited Articles.* Under the name of contraband or prohibited articles shall be comprehended not only arms, cannon, arquebusses, mortars, petards, bombs, grenades, saucisses, carcasses, carriages for cannon, musket rests, bandoliers, gunpowder, match, saltpetre, ball, pikes, swords, head pieces, helmets, cuirasses, halberts, javelins, holsters, belts, horses, and their harness, but generally all other articles that may have been specified as contraband in any former treaties concluded by Great Britain or by Portugal with other powers. But goods which have not been wrought into the form of warlike instruments, or which cannot become such, shall not be reputed contraband, much less such as have been already wrought and made up for other purposes, all which shall be deemed not contraband, and may be freely carried by the subjects of both sovereigns even to places belonging to an enemy, excepting only such places as are besieged, blockaded, or invested by sea or land.

29. *Wrecks.* In case any vessels of war, or merchantmen, should be shipwrecked on the coasts of either of the high contracting parties, all such parts of the vessels, or of the furniture or appurtenances thereof, as also of goods as shall be saved, or the produce thereof, shall be faithfully restored upon the same being claimed by the proprietors or their factors duly authorized, paying only the expenses incurred in the

the preservation thereof, according to the rate of salvage settled on both sides (saving at the same time the rights and customs of each nation, the abolition or modification of which shall, however, be treated upon in the cases where they shall be contrary to the stipulations of the present article); and the high contracting parties will mutually interpose their authority, that such of their subjects as shall take advantage of any such misfortune, may be severely punished.

30. *Pirates, or Sea Rovers.* It is further agreed, that both His Britannic Majesty and His Royal Highness the Prince Regent of Portugal, shall not only refuse to receive any pirates or sea-rovers whatsoever into any of their havens, ports, cities, or towns, or permit any of their subjects, citizens, or inhabitants, on either part, to receive or protect them in their ports, to harbour them in their houses, or to assist them in any manner whatsoever; but further, that they shall cause all such pirates and sea-rovers, and all persons who shall receive, conceal, or assist them, to be brought to condign punishment for a terror and example to others. And all their ships, with the goods or merchandizes taken by them, and brought into the ports belong to either of the high contracting parties, shall be seized, as far as they can be discovered, and shall be restored to the owners, or the factors duly authorized or deputed by them in writing, proper evidence being first given to prove the property, even in case such effects should have passed into other hands by sale, if it be ascertained that the buyers knew or might have known that they had been piratically taken.

31. *Disagreements between Great Britain and Portugal.* If at any time there should arise any disagreement, breach of friendship, or rupture between the crowns of the high contracting parties, which God forbid, (which rupture shall not be deemed to exist until the recalling or sending home of their respective ambassadors and ministers) the subjects of each of the two parties, residing in the dominions of the other, shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably, and commit no offence against the laws and ordinances; and in case their conduct should render them suspected, and the respective governments should be obliged to order them to remove, the term of twelve months shall be allowed them for that purpose, in order that they may retire with their effects and property, whether entrusted to individuals, or to the state.

At the same time it is to be understood that this favour is not to be extended to those who shall act in any manner contrary to the established laws.

32. *Duration of Treaty.—Seat of Portuguese Monarchy.* The present treaty shall be unlimited in point of duration, that the obligations and conditions expressed or implied in it shall be perpetual and immutable; and they shall not be changed or affected in any manner in case His Royal Highness the Prince Regent of Portugal should again establish the seat of the Portuguese monarchy within the European dominions of that crown.

33. *When Treaty to be revised.* But the two high contracting parties do reserve to themselves the right of jointly examining and revising the several articles of this treaty at the expiration of fifteen years, counted in the first instance from the date of the exchange of the ratifications thereof, (a) and of then proposing, discussing, and making such amendments or additions, as the real interests of their respective subjects may seem to require. It being understood that any stipulation which at the period of revision of the treaty shall be objected to by either of the high contracting parties, shall be considered as suspended in its operation until the discussion concerning that stipulation shall be terminated, due notice being previously given to the other contracting party of the intended suspension of such stipulation, for the purpose of avoiding mutual inconvenience.

34. *When Treaty to commence.* The several stipulations and conditions of the present treaty shall begin to have effect from the date of His Britannic Majesty's ratification thereof; and the mutual exchange of ratifications shall take place in the City of London, within the space of four months, or sooner if possible, to be computed from the day of the signature of the present treaty.

Done in the City of Rio de Janeiro, on the 19th day of February, in the year of our Lord, 1810.

STRANGFORD.

CONDE DE LINHARES.

(a) These ratifications were exchanged in London, on the 19th of June, 1810.

Agreement

Agreement between the British and Portuguese Commissioners, on four Points connected with the execution of the Treaty of 1810. Signed at London, 18th December, 1812.

1. *The Identification of British Ships.* The official certificate of registry, signed by the proper officer of the British customs, shall be deemed sufficient to identify a British-built ship; and on the production of such certificate she shall be admitted as such in any of the ports within the dominions of Portugal.

2. *The Verification of British Merchandize in the Portuguese Dominions.* Upon the importation of any goods from the United Kingdom, into any of the ports in the dominions of Portugal, all such goods shall be accompanied by the original cockets, signed and sealed by the proper officers of the British customs at the port of shipping, and the cockets belonging to each ship, shall be numbered progressively, the total number stated on the first and last cocket, by the proper officers of customs, at the final clearance of each vessel at the British port; and it is further agreed, that prior to the final clearance by the searchers at the shipping port, the cockets for each ship must be collected and fastened together, to which shall be annexed a paper, with the number of the cockets, sealed with the official seal, and signed by the searchers; the cockets, so collected, shall be produced, together with the manifest sworn to by the captain, to the Portuguese consul, who shall certify the same on the manifest; the cockets, thus secured together, and the manifest, so authenticated, to be returned to the searcher, in order to the final clearance of the ship.

3. *Scavage, Package, and Trinity Dues.* It is agreed to place the Portuguese merchant on the same footing with the British, both with regard to the duties of scavage and package payable to the Corporation of London, and the duties payable on shipping to the Corporation of the Trinity House in London. To effect this, and at the same time to preserve the chartered rights of the Corporation of London, and of the Trinity House, it will be necessary that those duties should, in the first instance, be paid as at present, and in all cases where it shall appear that the Portuguese merchant shall have paid more than the British, the difference to be returned without expense, in such manner as the British Government shall direct.

4. *Levyng Duties of Fifteen per Cent. on British Goods in Portuguese Ports.* That the importer shall, on making the entry at the Portuguese custom-house, sign a declaration of the value of his goods, to such amount as he shall deem proper; and in case the Portuguese examining officers should be of opinion that such valuation is insufficient, they shall be at liberty to take the goods, on paying the importer the amount, according to his declaration, with the addition of ten per cent. and also returning the duty paid.

The amount to be paid on the goods being delivered to the Portuguese officer, which must be within fifteen days from the first detention of the goods.

London, 18th December, 1812.

R. FREWIN.

W. M. BURN.

A. T. SM. PAYO.

A. I. DA COSTA.

Acts repealed. So much of any act of parliament in force on the passing of this act, as may prohibit any goods of the growth, produce, or manufacture of any of the territories (a) of the crown of Portugal, which are not prohibited by law to be imported from other foreign countries into this kingdom, or the islands of Guernsey or Jersey, in vessels the built of the said territories of the crown of Portugal, or taken by any vessel of war belonging to the Portuguese government, or by any vessel belonging to any of the inhabitants of any of the territories aforesaid, and registered according to law, having commissions, or letters of marque and reprisal, from the Portuguese government, and condemned as lawful prize in any court of admiralty of the said government, such vessels so importing, be owned by subjects of the said government, and navigated with a

(a) Where the word "territories" is here used, in the original, the words "or dominions" are added.

master and three-fourths of the mariners at the least subjects of such government, on forfeiture of the goods, and also of the vessel in which the same may be imported, are hereby *repealed*. 51 Geo. 3. c. 47. (a) § 1.

How Goods may be imported. Goods of the growth, produce, or manufacture of any of the territories of the crown of Portugal, which are not prohibited by law to be imported into this kingdom, or the islands of Jersey and Guernsey, from other foreign countries, may be imported into this kingdom and the said islands, *direct* from any such territories in any vessel built therein, or taken by any vessel of war belonging to the Portuguese government, or by any vessel belonging to any of the subjects of the said territories, or having commissions, or letters of marque and reprisal, from the said government, and condemned as lawful prize in any court of admiralty of such government, and owned by the subjects of such government, or any of them, and whereof the master and three-fourths of the mariners at least are such subjects; and such goods may be entered and landed upon payment of the duties, and subject to the conditions hereinafter mentioned. § 2.

Duties. Such goods so imported may be entered and landed, on payment of such duties of customs and excise, and no higher, as are payable on goods of the like description, upon their importation into this kingdom from any other foreign country in British-built vessels, owned, navigated, and registered according to law; and in cases where different duties are imposed upon any goods of the like description so imported from different foreign countries, then upon payment of the lowest duties, which by law are required to be paid, on the importation in British-built vessels, of any such goods from any foreign country. § 3.

Elephants' Teeth and Ivory. Any person may import into this kingdom elephants' teeth and ivory from any of the said dominions, either in British-built vessels, owned, navigated, and registered according to law, or in such Portuguese vessels, owned and navigated as before mentioned, notwithstanding such elephants' teeth or ivory may not be the produce of any of the dominions of the crown of Portugal; and such elephants' teeth or ivory so imported, may be entered and landed, on payment of such duties only as are payable on such articles when imported in a British-built vessel owned, navigated, and registered according to law. § 4.

How certain Articles may be Warehoused. Sugar, coffee, cotton, wool, the growth or produce of any of the territories of the crown of Portugal, or any other goods the growth or produce of the said territories, which are enumerated or described in Table A of 43 Geo. 3. c. 132. (b) and which shall be legally imported according to the provisions of this act directly from the said territories, may be secured in the warehouses belonging to the West India Dock Company, or in the warehouses belonging to the London Dock Company, in the port of London, or in such warehouses at any of the other ports of this kingdom, as shall be approved for the reception of goods of the like description when legally imported from the West Indies, without the duties due on the importation thereof being first paid, application being made for that purpose in the usual manner to the commissioners of customs in England, Scotland, and Ireland respectively, by the owners, proprietors, or consignees of the goods; and the goods shall have the same benefits, and shall be subject to the same re-

(a) Intituled, "An Act for carrying into Effect the Provisions of a Treaty of Amity, Commerce, and Navigation, concluded between His Majesty and His Royal Highness the Prince Regent of Portugal," dated 31st May, 1811, and to continue in force during the continuance of the said treaty.

(b) Former General Warehousing Act, see now page 423.

gulations, to which goods of the like description, when so imported and warehoused, are now subject, by any act in force on 31st May, 1811. § 7.

Drawbacks and Bounties. Goods so imported from any of the territories of the crown of Portugal shall, upon the exportation thereof from this kingdom, be entitled to the same drawbacks as are allowed by law upon the exportation of goods of the like description when exported from this kingdom. And there shall be paid the same drawbacks and bounties on goods exported from this kingdom to the said territories, as are allowed by law upon the exportation of goods of the like description to any of the islands, plantations, or colonies belonging to the crown of Great Britain in America. § 8.

Port Charges. No higher duties under the denomination of *Port-Charges, Tonnage, and Anchorage Duties*, shall be paid on behalf of His Majesty in any of the ports of the United Kingdom for vessels owned by the subjects of the crown of Portugal, than are by law payable for vessels owned by His Majesty's subjects. But nothing in this act shall alter the duties of Package, Scavage, Balliage, or Portage, or any other duties payable to the mayor, and commonalty, and citizens of the city of London, or to the lord mayor of the said city for the time being, or to any other city or town corporate within this kingdom, or to any subject of His Majesty, or to repeal or in any wise alter any special privilege or exemption to which any persons, bodies politic or corporate, is or are now entitled by law, but the same shall be continued as heretofore. § 9.

Treaty between Great Britain and Portugal, signed at Vienna, the 22d January 1815.

Article 1. *Slave Trade to the Northward of Equator.* That from and after the ratification of the present treaty, and the publication thereof, it shall not be lawful for any of the subjects of the crown of Portugal to purchase slaves, or to carry on the slave trade, on any part of the coast of Africa to the northward of the equator, upon any pretext, or in any manner whatsoever: provided, nevertheless, that the said provision shall not extend to any ship or ships having cleared out from the ports of Brazil previous to the publication of such ratification; and provided the voyage, in which such ship or ships are engaged, shall not be protracted beyond six months after such publication as aforesaid.

2. *Slave Trade to the Southward of the Line.* His Royal Highness the Prince Regent of Portugal hereby agrees, and binds himself to adopt in concert with His Britannic Majesty, such measures as may best conduce to the effectual execution of the preceding engagement, according to its true intent and meaning; and His Britannic Majesty engages, in concert with His Royal Highness, to give such orders as may effectually prevent any interruption being given to Portuguese ships resorting to the actual dominions of the crown of Portugal, or to the territories which are claimed in the said treaty of alliance, as belonging to the said crown of Portugal, to the southward of the line, for the purposes of trading in slaves, as aforesaid, during such further period as the same may be permitted to be carried on by the laws of Portugal, and under the treaties subsisting between the two crowns.

3. *Treaty of 19th Feb. 1810.* The treaty of alliance concluded at Rio de Janeiro, on the 19th February, 1810, being founded on circumstances of a temporary nature, which have happily ceased to exist, the said treaty is hereby declared to be void in all its parts, and of no effect; without prejudice, however, to the ancient treaties of alliance, friendship, and guarantee, which have so long and so happily subsisted between the two crowns, and which are hereby renewed by the high contracting parties, and acknowledged to be of full force and effect.

6. *When to be ratified.* The present treaty shall be ratified, and the ratifications shall be exchanged at Rio de Janeiro in the space of five months, or sooner if possible. In witness whereof the respective plenipotentiaries have signed it, and have thereunto affixed the seals of their arms.

Done at Vienna, the 22d January, 1815.

CONDE DE PALMELLA,
ANTONIO DE SALDANHA DA GAMA,
B. JOAQUIM LOBO DA SILVEIRA,
Additional

CASTLEREAGH.

Additional Article.

Portuguese Settlers returning from Northward of Equator. It is agreed that in the event of any of the Portuguese settlers being desirous of retiring from the settlements of the crown of Portugal on the coast of Africa to the northward of the equator, with the negroes *bonâ fide* their domestics, to some other of the possessions of the crown of Portugal, the same shall not be deemed unlawful, provided it does not take place on board a slave-trading vessel, and provided they be furnished with proper passports and certificates, according to a form to be agreed on between the two governments.

The present additional article shall have the same force and effect as if it were inserted word for word in the treaty signed this day, and shall be ratified, and the ratifications exchanged at the same time.

Done at Vienna, the 22d January, 1815.

CASTLEREACH.

CONDE DE PALMELLA,

ANTONIO DE SALDANHA DA GAMA,

B. JOAQUIM LOBO DA SILVEIRA.

Duty on British Vessels.—How Cargoes shall be valued.—Limitation of Duty. The consuls (a) appointed for His Majesty's subjects trading to, from, or in the Portuguese dominions in South America and their dependencies, and any person duly authorized by them may recover and receive from masters of vessels belonging in the whole or in part to any of His Majesty's subjects which may enter any of the places within or belonging to the Portuguese dominions in South America, and their dependencies, the following sums in lieu of the sums directed to be levied by the Portugal contribution act, to be employed in the pious, charitable, and public uses hereinafter mentioned; that is to say, any sum of money in addition to the sums now collected by the said consul, or persons, by virtue of His Majesty's royal letters patent, as shall not, together with the said sums collected under the patent, exceed in the aggregate one half per cent. on the value of all their respective cargoes, both inwards and outwards, laden or unladen, in any part of the places within the dominions aforesaid; the value of such cargoes to be estimated in manner following; that is to say, the value of the goods and effects composing the inward cargoes to be ascertained by the pauta or custom house valuation at the respective custom houses of the places within the said dominions in South America and their dependencies, at which such vessels may unlade; and in cases where no valuation has been fixed, then by the current market prices, exclusive of the import duty; the value of the goods composing the outward cargoes to be estimated by the current market prices of the article composing the same, at the period of shipment, exclusive of the export duties; and in case any difference of opinion should arise as to the market price, the same shall be determined by two indifferent British merchants residing on the place, one to be chosen and appointed by the said consuls, or persons, and the other by the master of the vessel or the consignee or shipper of the cargo; and in case the two persons so chosen shall not agree and award the same within seven days after such appointment, then such two persons shall choose a third person, being also a British merchant residing on the place, who shall determine the current market price within three days after his appointment, unless it be otherwise mutually agreed between the said consuls or persons, and the consignee or shipper of the cargo; and such sum shall be paid in either case as shall be agreeable to this act; and from all masters of all vessels as aforesaid which may enter any of the said places within the Portuguese dominions in South America, or their dependencies aforesaid, the duty of one half per cent. on whose cargoes, including the sums now collected by the said consuls, by virtue of His Majesty's royal letters patent, shall not amount together therewith to 100 reis per ton burthen, as per register of such vessels, any sum of money in addition thereto, as shall not together therewith exceed in the aggregate 100 reis per ton burthen as per register of such vessel. 54 Geo. 3. c. 126. § 1.

Diamonds, Specie, &c. Diamonds, specie, bullion, and precious stones of all kinds, shall not be liable to any duty under this act; but are expressly exempted from all contribution charges. § 2.

(a) The words in the original throughout this act are "consul general and consuls for the time being."

Manifests.—Oath. All masters of British vessels trading to or from any of the places in the Portuguese dominions in South America and their dependencies aforesaid, and unloading or delivering the vessel, or any of the cargo there, shall, within 48 hours after the arrival of such vessel, deliver to the consuls or persons authorized by them for that purpose, a true manifest in writing upon oath, specifying the particulars of the whole cargo of such vessel, so to be unloaded or delivered, or of such part thereof as shall be unloaded or delivered there, and to whom consigned; and likewise, 24 hours before the masters require the outward clearances or passports for their vessels, they shall deliver to the consuls or persons, a true manifest in writing upon oath, specifying the particulars of the whole cargo of such vessel laden there, or of such part thereof as shall have been laden on board such vessel in the said place. § 3.

Bills of Lading. All bills of lading of such vessels shall specify to pay the money accordingly, under the denomination of "*Contribution as per Act of Parliament,*" or to that effect; and the persons paying the same shall be reimbursed by the persons to whom the goods shall be consigned or who shall receive the same, or by their respective freighters; and in case the master of such vessel shall neglect to specify the payment of the moneys in the bills of lading, he shall be answerable for the same. § 4.

Clearances. The consuls within the Portuguese dominions in South America and their dependencies, or the persons authorized by them, shall detain the clearances outward, and all other papers of all such British vessels, and not deliver any dispatch or passport for any such vessel until payment be made as required; and in case any master of such vessel, in order to avoid the payment of the money, shall at any time think proper to depart without his clearances outwards, in such case the consuls shall, upon the return of the master to any port of His Majesty's dominions, have a just action at law against him for all the money which by this act ought to have been paid. § 5.

Exemption from other Rates. All persons in the Portuguese dominions in South America and their dependencies liable to pay the duties on freight and tonnage in pursuance of the act before mentioned commonly called *The Portugal Contribution Act*, for the purposes aforesaid, shall, after payment made of the sums required by this act from time to time to be paid as aforesaid, be exempted from payment of the duties for the future. § 6.

By letter from the Office of Privy Council for Trade, dated July 17, 1823, it is stated, that it was never intended by the agreement between the British and Portuguese Commissioners, signed on the 18th Dec. 1812, to assign to a Portuguese Consul, a power to refuse to certify any particular article of British manufacture at his pleasure; a power which would amount in effect to a complete and arbitrary control over British commerce with Portugal as well as with Brazil. The object of that agreement was simply to settle the *Form of Verification* of British Goods entitled to be admitted into Brazil under the preceding Treaty of Commerce of 1810.

It is further stated, that it appears by intelligence received from Rio de Janeiro, that British ships are admitted to entry in the Ports of Brazil, whether they are furnished with the Portuguese Consuls' certificate or not: and that all that is at present required of the shippers of goods to those ports is, to have the number of cockets and the manifest certified by the proper officer of the custom houses at the ports of clearance, the whole being attached together by him, and sealed with his official seal; and to be accompanied by the attestation of the broker or ship's agent before a magistrate, that the manifest and cockets are correct and true.

Doubts having been entertained as to the legality of admitting cotton wool the produce of Brazil, imported from Lisbon or other ports of Portugal for home consumption in this country, it is stated by Letter from the Office of Committee of Privy Council for Trade, dated Aug. 13, 1823, that as the produce of Brazil (if importable at all into this Kingdom for home consumption) might, under the Treaty of 1810, be imported for Home Consumption, either from Brazil or from Portugal; and as, under the Act which carried that Treaty into effect, such Importations have invariably been so allowed, the Lords of this Committee conceive that the clause which refers to, and confirms the said Act, continues to legalize such Importations, although

although the general operation of the law confines the importation of American produce for home consumption to the place of its growth or production; and, that the Lords of the Committee are further of opinion, that importations of the above description should be allowed to be made in British as well as Portuguese ships.

GIBRALTAR AND MALTA.

GIBRALTAR, a well known promontory in the south of Spain, at the entrance from the Atlantic into the Mediterranean, near the part where the sea between Europe and Africa is narrowest. Cottons and other manufactures of England, sugar, rum, and other produce of the West Indies; tobacco, rice, and flour, from North America, are imported here from the west; wine, fruits, silk, wax, and other Mediterranean articles, are brought in from the east. The port is not natural but formed by moles; it is of considerable extent, though not secure against every wind. Gibraltar is 16 miles N. of Ceuta, and 70 S. of Seville. Long. 5. 19. 4. W. Lat. 36. 6. 42. N. (a)

MALTA is about 20 miles in length; its greatest breadth 12; its circumference 60; its distance from Sicily about 50. Its coast is in general steep and rugged, the only good harbours being those of Marza and Marza Murzet, which are separated by the peninsula, on which La Valetta, the chief town, is situated. (a)

LA VALETTA, the capital of the island of Malta, stands on the east side of the island, in Long. 14. 30. 45. E. Lat. 35. 53. 4. N.

Money. Accounts are kept at Malta as follow, viz. Scudi of 12 tari, the taro of 20 grani. The oncia, or dollar of exchange, is $2\frac{1}{2}$ scudi, or 30 tari: this money of exchange is called silver moneys. 20 grani = 1 tari; 12 tari = 1 scudi; $2\frac{1}{2}$ scudi = 1 oncia.

For sterling Value of Coins, see p. xl.

The island of Malta and its dependencies shall be deemed to be in Europe.

6 Geo. 4. c. 107. § 116.

Regulating Trade by Orders in Council. It shall be lawful for His Majesty, by any order in council to be issued from time to time, to give such directions, and make such regulations touching the trade and commerce to and from any British possessions on or near the continent of Europe, or within the Mediterranean Sea, or in Africa, as to His Majesty in council shall appear most expedient and salutary; and if any goods be imported or exported in any manner contrary to any such order of His Majesty in Council, the same shall be forfeited, together with the ship importing or exporting the same. 6 Geo. 4. c. 114. § 73.

ITALY.

ITALY, a well known peninsula in the south of Europe, extending from the 37th to the 46th degree of N. latitude, and in one quarter from the 7th to the 19th degree of E. longitude. It is bounded N. by Germany and Switzerland, W. by France and the Tuscan or Tyrrhenian Sea, S. by the Ionian sea, E. by the Adriatic and the Austrian province of Carniola.

Money.—Accounts are kept in current dollars (pesos), divided into 8 reales, of 16 quartos each; 12 reales currency are a cob or hard dollar, in which goods are bought and sold, and three of these reales are considered equal to 5 Spanish reales de vellon.

For sterling value of Coins, see Tables in p. xl.

Weights and Measures. The weights and measures are those of England and Spain, excepting the following: grain is sold per fanega, 5 of which make $7\frac{1}{2}$ bushels Imperial measure. Wine is sold per gallon, 100 of which are equal to $90\frac{3}{4}$ English wine gallons, Imperial measure.

Weights.—The heavy cantaro contains 111 heavy rottoli, of $2\frac{3}{4}$ lb. each: it is used for weighing butter, cheese, fish, skins, and salted provisions, and is equal to 213 lb. English. The light cantaro consists of 100 light rottoli, of $2\frac{1}{2}$ lb. each. With this weight all other goods are weighed; it is equal to 175 lb. English. The salma of grain is equal to $7\frac{1}{2}$ Imperial bushels. A barrel is 2 caffiso; the caffiso contains $4\frac{1}{2}$ Imperial gallons. 100 canne, of 8 palms each, are $227\frac{1}{2}$ English yards; and 100 feet of Malta are 93 English feet.

Measures.—The salm = $7\frac{3}{8}$ bushels; the caffiso = $4\frac{1}{6}$ gallons; the barrel = $9\frac{1}{6}$ gallons Imperial measure. The cane is divided into 8 palms of $10\frac{1}{4}$ inches English each.

It is 700 miles long, but its breadth is very unequal, from 350 to 75 miles. The principal islands connected with Italy are Sicily, Sardinia, and the Lipari group. The political divisions of Italy are nearly the same now as before the French revolution. Silk is the staple manufacture, and after it come linen and woollen. Wine and strong spirits are also made in quanti-

(a) As to Mediterranean Passes, see page 653.

ties. The articles for commercial exchanges are very limited, and consist less of manufactures than of rude produce. With the Levant their intercourse is still considerable. The other imports are from France, England, Switzerland, and Germany; with the last two the conveyance of merchandise takes place chiefly by land. The imports from England to Italy are coffee, sugar, and other colonial produce; muslins, linens, calicoes, woollens, hardware, and dye-stuffs; also fish, dried and salted, for diet on the numerous days of abstinence from butchers' meat enjoined by the catholic creed. The principal trading places are Naples, Venice, Genoa, Leghorn, Milan, Verona, Bologna, Florence, Civita Vecchia, Ancona, Lucca, and in Sicily, Messina and Palermo.

SARDINIA, the name of a kingdom in the south of Europe, composed in part of the island of Sardinia, but in a much greater proportion of Piedmont, Savoy, and the territory of Genoa.

GENOA is situated at the northern point of the part of the Mediterranean called the *Gulf of Genoa*. The entrance to the harbour is difficult, and the direction from east to west must be taken with great care. It is also inadequately protected from the south-west wind. In the centre of the large harbour is a smaller one called *Darsena*. Two towers are erected on the moles, one as a light-house, the other for the defence of the harbour. Genoa exports the products of the adjacent country, such as rice and fruit, and in particular olive oil, to a great annual value; also her own manufactures, viz. silks, damasks, and velvets. 77 miles S.E. of Turin, 73 S. of Milan, and 450 S.E. of Paris. Long. 8. 58. E. Lat. 44. 25. N.

Monies of Account.—Lire of 20 soldi, the soude of 12 denari. The bank or house of St. George kept accounts in banco valuta, the bankers and merchants in fuori banco, or moneta buona, which was 25 per cent. worse than banco; in buying and selling goods moneta abusiva (also called fuori banco), is used, which is 1 to 4 per cent. worse than moneta buona. Duties are paid in moneta permessa, being 15 per cent. better than fuori banco, and $8\frac{2}{3}$ per cent. worse than banco. Accounts are kept in the following different moneys, each divided into 20 soldi of 12 denari:—1. Scudo d'oro 9 $\frac{1}{2}$ lire banco, or 11 $\frac{1}{2}$ lire fuori banco moneta buona. 2. Scudo d'oro marche, or scudi di marca, 100 of which are 122 $\frac{1}{2}$ scudi d'argente. 3. Scudo d'argente of 7 $\frac{1}{2}$ lire banco, or 9 $\frac{1}{2}$ lire fuori banco moneta buona. 4. Pezzo or piastre for exchanges of 5 $\frac{1}{2}$ lire fuori banco moneta buona. 5. Scudi di cambio; also for exchanges is 4 $\frac{1}{2}$ lire fuori banco moneta buona.

For sterling value of Coins, see Tables in p. xl.

Weights for Bulky Goods. 12 ounces =

1 pound; 1 $\frac{1}{2}$ pound = 1 rottol; 16 $\frac{2}{3}$ rottol = 1 rubbi; 6 rubbi = 1 cantari; 5 cantari = 1 peso grosse.

For other Goods.—12 ounces = 1 pound; 25 pounds = 1 rubbi; 30 rubbi = 1 peso sottile. The peso grosse is equal to 770 lb. light weight, or to 538 English lb.

Dry Measure.—12 gombette = 1 quarte; 8 quarte = 1 mina or 26 $\frac{1}{4}$ Imperial bushels. Salt is sold by the mondins, which is equal to 8 mine.

Wine Measure.—100 pints = 1 barille; 2 barille = 1 mezzarole, or 32 $\frac{3}{4}$ Imperial English wine gallons. The barille of oil is 4 quarte, and is computed at 7 $\frac{1}{2}$ rubi, or 17 English gallons, Imperial measure.

Long Measure.—At Genoa three different canne, or canes, are used, viz. 1. The canna piccola, used by tradesmen, is 9 palmi; 2. The canna grossa, used by merchants, is 12 palmi; 3. The canna, used by the custom-house, is 10 palmi; 100 palmi are 79 feet English. A last for freight is computed at 20 chests of lemons and other fruit, 26 barrelli of oil, and 44 barrelli of wine.

MONACO. Its superficial extent is only 55 square miles. Fruit of all kinds are raised in great abundance.

NICE, a considerable town, the capital of the province of the same name. It stands at the mouth of the small river Paglion, on the Mediterranean. The harbour, which is protected by a mole, is spacious and secure, and is capable of admitting vessels of 300 tons. The trade consists chiefly in the export of the oil, wine, and silk of the neighbourhood; also of the *liqueurs*, essences, and perfumery made in the town. There are also manufactures of silk, leather, paper, soap, and tobacco. Population 18,500. 29 miles S.W. of Genoa, and 92 S. by W. of Turin. Long. 7. 16. 35. E. Lat. 43. 41. 16. N.

SARDINIA, a large island of the Mediterranean, situated to the south of Corsica, between long. 7. 57. and 9. 51. E. and lat. 38. 55. and 41. 17. N.

CAGLIARI, the capital of the island of Sardinia. It has a spacious and secure harbour. The inhabitants, who are about 30,000 in number, carry on a considerable traffic in oil, wine, and, above all, in the salt prepared in the neighbourhood. Long. 9. 5. 45. E. Lat. 39. 13. 9. N.

TUSCANY extends from 42. 15. to 44. 12. of N. lat. Its physical boundaries are on one side the Appenines, on the other the part of the Mediterranean called the Tuscan or Tyrrhenian Sea.

ELBA, a small island on the coast of Italy, opposite to the Grand Duchy of Tuscany, containing nearly 14,000 inhabitants, and having a circuit of 60 miles. The exports consist of wine, fruit, and iron ore. It has two harbours, Porto Ferrajo, the capital, and Porto Longone. Long. of Porto Ferrajo, 10. 19. 35. E. Lat. 42. 49. 6. N.

LEGHORN, a large town on the west coast of Italy, in the grand duchy of Tuscany. On one side of the port is the Lazaretto, said to be the finest establishment of the kind in Europe. Leghorn, though far from the largest city, is perhaps the greatest commercial depôt of Italy. It is the residence of consuls from the principal states of Europe, and the chief medium of Italian commerce with the Levant and the coast of Barbary. 15 miles S.W. of Pisa, 47 W.S.W. of Florence, and 140 N.N.W. of Rome. Long. 10. 16. 45. E. Lat. 43. 33. 5. N.

Money.—Accounts are kept by merchants and bankers in *pezze de otto reali* (or dollars of 8 reales) of 20 soldi, the soldo of 12 denari di pezza: but, in common affairs, in lire of 20 soldi, the soldo of 12 denari de lira. Of the lira there are two kinds—*lira lunga* (long money), and *lira moneta buona* (effective money). The lira is also divided into $1\frac{1}{2}$ paoli (pauls). A pezzo is 6 lire, or 9 paoli moneta longo, or $5\frac{2}{3}$ lire, or $8\frac{2}{3}$ paoli moneta buona.

For sterling value of Coins, see *Tables in p. xl.*

Weights.—A cantaro, or cwt. of sugar is 151 lb.; 1 of flour, alum, or English cheese,

150 lb.; 1 of brandy, 120 lb.; 1 of oil, 88 lb.; of most other articles, 160 lb. A *migliajo* is 1000 lb.; a *centinajo*, 100 lb.; a *rottolo*, 3 lb. The *centinajo* is equal to 77 lb. English, $69\frac{1}{2}$ lb. Amsterdam, 108 lb. Genoa, 70 lb. Hamburg, 75 lb. Lisbon, $69\frac{1}{2}$ lb. Paris, 85 lb. Marseilles, 72 lb. gross of Venice, or 113 lb. small of Venice. The English cwt. is 145 lb. of Leghorn; but from the difference of tares and allowance, it renders seldom more than 142 lb. Corn and salt are sold by the *sacco*, or sack. A *moggio* contains 2 rubbi, or $7\frac{1}{2}$ sacchi. The *saccho* is 4 per cent. better than $7\frac{1}{2}$ pecks imperial measure.

Wine Measure.—2 *mezzette* = 1 *boccali*; 2 *boccali* = 1 *fiaschi*; 20 *fiaschi* = 1 *barilla*, or $9\frac{1}{6}$ English wine gallons, imperial measure. The *barilla* of oil is 16 *fiaschi*, of 2 *boccali* each, and contains 7 English wine gallons: it weighs about 66 lb. English. A large jar of oil contains 30 English gallons; a small one, 15; and a box with 30 bottles, $3\frac{3}{8}$ English gallons, Imperial measure. A *canna* is 4 *bracci*; 100 *bracci* are 65 English yards.

VILLA NOVA, a town of Italy, 2 miles N. Casale. Population 3000.

PAPAL TERRITORIES, viz.

ANCONA, a large and celebrated trading town, lies on a point of land projecting into the gulf of Venice. The principal branches of its commerce are those connected with agency and commission. English, Dutch, and other vessels from the north of Europe, bring hither goods of various descriptions, and take back in exchange the productions of the south of Germany, the east of Italy, Hungary, Bosnia, and Turkey. The articles exported are grain, wool, skins, silks, sail-cloth, ship-biscuits, soap, alum, sulphur, and the fruits of the south. From England are brought tin, lead, herrings, and camblets; from Holland, various raw

materials, sugar, cocoa, coffee, spices, and cloth; from Russia, leather; from Sweden, tar; from Bosnia and Turkey, cotton; and from Germany, iron. The other articles of import are linen and fish. Long. 13. 35. E. Lat. 43. 36. N.

CIVITA VECCHIA, a sea-port of Italy, in the states of the Church, situated in a bay of the Mediterranean. The harbour is one of the best in the Papal dominions, and has always been considered as next to Ancona in commercial importance. 35 miles N.E. of Castro, and 38 N.W. of Rome. Long. 11. 44. 45. E. Lat. 42. 5. 24. N.

NAPLES, a kingdom in the south of Europe, comprising the southern part of Italy, and bounded on the north-west by the States of the Church, on the north-east by the Adriatic, and on the south and west by the Mediterranean. It extends from 13. 16. to 13. 50. of E. Long. and from 37. 46.

to 42. 55. of N. Lat. The most common kinds of grain are wheat, Indian corn, barley, and in the colder situations rye. In many parts, corn, vines, and olives, are cultivated by the same persons, and on the same farm. In general, the larger proportion of labour, if not of ground, is given to the grape.

grape. Rice is produced in the marshy tracks, cotton in the warm climate and light soil of the province of Otranto in the south-east, and tobacco in many of the southern districts. Flax and hemp are cultivated to a large extent; and in warmer situations olives, along with melons, almonds, dates, figs, lemons, pomegranates, and other fruits, indicative of an approach to a tropical climate. Of almond trees, there are forests in several parts, especially on the east coast. Olive oil forms a great object of export.

NAPLES, a very large city in the south-west of Italy, the capital of the kingdom of Naples, situated on a bay of the Mediterranean. Its exports are confined to the products of the adjacent country, such as silk, wool, cotton, oil, wine, corn, and fruit. Silk is exported to a considerable amount to France and Spain; and some of it, in a manufactured state, to England. The wool of Puglia is esteemed by the cloth manufacturers of France and Germany, and is exported in considerable quantities. The cotton of Naples is raised chiefly in the southern provinces. The oil exported under the name of Gallipoli oil is made both in Puglia and Calabria. Wine, particularly in the growth of Puzzuoli and the neighbourhood of Vesuvius, is shipped from Naples in considerable quantities, as well as fruit, both dried and in a natural state. Timber also forms, in a small degree, an object of export, together with the very different articles of essences and *liqueurs*. The imports of Naples are various, consisting both of articles of necessity and luxury, of colonial produce, and of manufactures.

Moneys.—2 cavalli = 1 picciolo; 2 piccioli = 1 quatrino; $1\frac{1}{2}$ quatrino = 1 tornese; 2 tornesi = 1 grano; $1\frac{1}{2}$ grano = 1 publica; 10 grani, or 4 cinquini = 1 carlino; 2 carlini = 1 taro, or tarino; 5 tari, or 10 carlini = 1 ducato regno; $12\frac{1}{2}$ ducat = 1 pataca; 30 carlini = 1 Sicilian oncia. Accounts are kept in ducati, tari, and grani; the ducati being equal to about 40 pence sterling.

For sterling value of other Coins, see p. xl.

GALLIPOLI has a convenient harbour, with full 9000 inhabitants. It has manufactures of muslin, cotton stockings, and other stuffs, and carries on a considerable

trade in these commodities, but more in oil, which is the staple article of commerce, and yields a considerable export duty. 23 miles W. of Otranto, and 224 E. by S. of Naples. Long. 18. 28. E. Lat. 40. 21. N.

SICILY, the largest island of the Mediterranean, situated between Italy and the coast of Africa, and extending from long. 12. 42. to 16. 10. E. lat. 36. 30. to 38. 12. N. The chief exports of Sicily are silk, corn, salt, olive oil, sumac, wine, fruits of various kinds; also goat, kid, and other skins. The imports consist of colonial produce, hardware, jewellery, lead, and manufactured articles in great variety, but small quantity. Of the fisheries carried on along the coast, the principal is the tunny fishery.

Moneys.—6 piccioli = 1 grano; 8 piccioli = 1 ponto; 10 grani = 1 carlino; 2 carlini, 20 grani, 15 ponti, or 120 piccioli = 1 taro; 6 tari, or 12 carlini = 1 florino; 10 tari = 1 ducat; 12 tari = 1 scudo, or crown; 30 tari = 1 onzia. Accounts are kept in onzie, tari, and grani; the onzia being worth about 10 shillings sterling.

For sterling value of other Coins, see Tables in p. xl.

Weights.—There are three weights used in Sicily; viz. 1. the pound of 12 ounces; 2. the rottolo sottile, of $2\frac{1}{2}$ lb. 30 ounces; 3. the rottolo grosso, of $2\frac{3}{4}$ lb. 33 ounces; 100 rottoli sottile = 1 cantaro sottile; 100 rottoli grosse = 1 cantaro grosso; 100 rottoli grosse, and 110 rottoli sottile = $192\frac{1}{2}$ lb. English.

Dry Measure.—The dry measure is the salm, which is divided into 16 tomoli. There are two salms, which are of different sizes. 100 salme grosse contain 114, and 100 salme generale contain $92\frac{1}{2}$ English quarters, imperial measure.

Wine Measure.—A tonna of wine is 12 salme, the salm containing 8 quartari; the salma of Messina is $18\frac{3}{8}$ English gallons, that of Syracuse is $\frac{1}{8}$ th less. Oil is sold by the cantaro grosso, in Messina, by the caffiso of $12\frac{1}{2}$ rottoli, or 24 lb. English. A mille-role, at Marseilles, is $5\frac{1}{2}$ caffiso. 100 canne, of 8 palme each, are equal to $212\frac{1}{2}$ English yards.

ALICATA, a fortified town on the south coast of the Val di Mazzara. It contains 2700 houses, and is sometimes called Licata and

and Leocata. It is 18 miles E. S. E. of Girgenti. Long. 13. 50. E. Lat. 37. 11. N.

CATANIA, a large and famous city in the Val Demona, on the borders of the Val di Noto, beautifully situated on the east coast of the island, close to the shore, at the foot of Mount Etna, where the river Indicelle empties itself into the sea. The harbour of Catania, though one of the largest in the island, is not much frequented. The trade, however, is considerable; the exports consist chiefly of wheat, barley, wines, and oil. The silk manufacture has been brought to as high a degree of perfection here as at Palermo. 35 miles N. of Syracuse, 50 S. S. W. of Messina, and 85 E. S. E. of Palermo. Long. 15. 6. E. Lat. 37. 30. N.

GERGENTI, a town on the west side of Sicily. Long. 13. 24. E. Lat. 37. 24. N.

MARSALA. There was formerly a good harbour here, which was destroyed in 1562, to prevent its affording shelter to the Turkish galleys. It exports wine, oil, wheat, and barilla. Population 10,000. 45 miles S. W. of Palermo. Long. 12. 27. E. Lat. 37. 52. N.

MESSINA. A free port. The harbour is the finest in the Mediterranean; it consists of a bay, which has the city along its west shore, and along the east a long tongue of land, the point of which turns inward, so as to form an inlet (a quarter of a mile across) sufficiently wide for the ingress of fleets, and sufficiently narrow to protect the inclosed waters from the agitation of the sea. The circumference of it is from four to five miles; its depth is in most places not less than 40 fathoms. All the staple commodities of the island are shipped here. In particular, the Faro wine, of which not less than 10,000 pipes are said to be shipped annually. The other exports are oil, fruit, corn, and the various productions of the island. There are several extensive manufacturers of silk in the city, which supply a large proportion of its exports to the Levant and other places. The imports

into Messina consist chiefly of colonial produce and British manufactures. Population 36,000. 50 miles N. N. E. of Catania, and 130 E. of Palermo. Long. 15. 43. 48. E. Lat. 38. 11. 12. N.

PALERMO, a large and beautiful city of Sicily, the capital of the island, situated on the northern coast. The exports of Palermo are confined to a few articles, in particular silk and satin, with some manufactures for the supply of Malta. The wine, the oil, and other surplus produce of the surrounding country, is likewise shipped here, as well as quantities of fish, particularly tunnies, caught on the coast. The importations comprise almost every article either of luxury or convenience. The silk thread obtained from the fish called the Pinna Marina, and manufactured here, is of almost unrivalled fineness. 130 miles W. of Messina, and 200 S. by W. of Naples. Long. of the observatory 13. 20. 0. E. Lat. 38. 6. 44. N.

SYRACUSE, a celebrated town, situated in the south-east of the island. The exports are limited to wine, oil, hemp, nitre, and some wheat. 30 miles S. S. E. of Catania, and 80 S. S. W. of Messina. Long. 15. 27. 3. E. Lat. 37. 3. 0. N.

TERRA NUOVA, a sea-port of Sicily, Val di Noto, at the mouth of a river to which it gives name. Its harbour is tolerably good. Population 9000. 50 miles W. of Syracuse.

TRAPANI has long been one of the most commercial towns in Sicily. Its exports consist chiefly of salt, soda, coral, and alabaster. Of the soda or barilla exported from Sicily (computed at 10,000 tons annually), Trapani has usually furnished a sixth part. Alabaster is found in a range of hills within 20 miles of Trapani, and when brought thither, is sculptured into small statues, urns, vases, and other works of fancy. 24 miles N. of Mazzara, and 40. W. of Palermo. Long. 12. 30. E. Lat. 38. 5. N.

VENICE, a large and celebrated city in the north-east of Italy, situated near the northern extremity of the Adriatic. The imports consist of hardware, linen, and other manufactures from the north of Europe; of East and West India goods, direct, or through the medium of Malta; and finally, of salt fish from Newfoundland or England, for the consumption of the Catholics during fast days and Lent. Vessels arriving at Venice, after surmounting the intricacy of the approach, find a spacious and commodious harbour. 150 miles E. of Milan, and 246 N. of Rome. Long. of St. Marco, 12. 20. 59. E. Lat. 5. 25. 32. N.

Moneys.—5½ denari di lira = 1 grosso, or denaro di ducato; 6 denari di lira = 1 bagattino; 6 bagattini, or 12 denari = 1 soldo; 12 grossetti = 1 grosso; 5½ grossi = 1 marchetto; 20 soldi, or marchetti = 1 lira; 30 soldi = 1 lirazzo; 24 grossi = 1 ducato; 6½ lire, or 124 marchetti = 1 ducato of account; 8 lire = 1 ducato effettivo; 10 lire = 1 talaro; 11 lire = 1 ducatone; 12 lire, 8 soldi = 1 scudo veneto, or scudo della croce; 14 lire = 1 doppia, or pistole; 22 lire = 1 zecchino. Accounts are kept in lire, soldi, and denari; or in ducats, grossi, and grossetti. Moneys are valued in moneta piccola; although formerly they had two other values,
2 m 5 * namely,

namely, the *valuta corrente* and the *Banco*, which were both superior to the former.

For sterling Values of Coins, see Tables in p. xl.

Weights.—At Venice, as in most other parts of Italy, there is a great diversity of weights. Those chiefly used in trade are—

1. the heavy weight, or *peso grosso*, of 12 heavy ounces to the pound; 2. the light weight, or *peso sottile*, of 12 light ounces to the pound. 12 lb. heavy weight are equal to 19 lb. light weight; 1 quintal is 400 lb. light weight, and is equal to 66 lb. English, 30 kilogrammes of France, 87 lb. of Leghorn, 34 *rottoli* of Naples; 1 *carrica* is 4 quintals, or 400 lb. light weight, or 252 $\frac{2}{3}$ lb. heavy weight; 100 *staji* of grain

are equal to 114 *sacchi* of Leghorn, or 225 English bushels, Imperial measure. Flour is sold per *taja* of 33 lb. *peso grosso*.

Wine Measure.—4 *secchie* = 1 *quartari*; 4 *quartari* = 1 *bigoncia*; 4 *bigoncia* = 1 *amphora*. A *bigoncia* of brandy is however only 14 *secchie*; the *bigoncia* of wine weighs 64 lb. *peso grosso*, and the *bigoncia* of brandy 56 lb. Oil is sold per *migliajo* of 40 *miri*; this is both a weight and a measure; it weighs 1000 lb. *peso grosso*, and contains about 180 English gallons; 100 *bracci* or *ells* for woollens are 74 English yards; 100 *bracci* for silk are 69 English yards; 100 feet of Venice are 114 English feet.

SICILY.

Treaty of Commerce and Navigation between His Britannic Majesty and the King of the Two Sicilies, together with a separate and additional Article thereunto annexed, signed at London, September 26, 1816.

ARTICLE 1. *Privileges abolished.* His Britannic Majesty consents that all the privileges and exemptions which his subjects, their commerce and shipping, have enjoyed, and do enjoy, in the dominions, ports, and domains of his Sicilian Majesty, in virtue of the treaty of peace and commerce concluded at Madrid on the 10th of May (23d of May), 1667, between Great Britain and Spain; of the treaties of commerce between the same powers, signed at Utrecht, the 9th of December, 1713, and at Madrid, the 13th of December, 1715; and of the Convention concluded at Utrecht, the 25th February, 1712 (8th March, 1713), between Great Britain and the Kingdom of Sicily, shall be *abolished*; and it is agreed upon in consequence, between their said Britannic and Sicilian Majesties, their heirs and successors, that the said privileges and exemptions, whether of persons or of flags and shipping, are and shall continue for ever abolished.

2. *Future privileges.* His Sicilian Majesty engages not to continue, nor hereafter to grant to the subjects of any other power whatever, the privileges and exemptions abolished by the present convention.

3. *Examination and Search.* His Sicilian Majesty promises that the subjects of His Britannic Majesty shall not be subjected within his dominions to a more rigorous system of examination and search by the officers of customs, than that to which the subjects of his said Sicilian Majesty are liable.

4. *Commercial Footing.* His Majesty the King of the Two Sicilies promises that British commerce in general, and the British subjects who carry it on, shall be treated throughout his dominions upon the same footing as the most favoured nations, not only with respect to the persons and property of the said British subjects, but also with regard to every species of article in which they may traffic, and the taxes or other charges payable on the said articles, or on the shipping in which the importation shall be made.

5. *Personal Privileges.* With respect to the personal privileges to be enjoyed by the subjects of His Britannic Majesty in the kingdom of the Two Sicilies, His Sicilian Majesty promises that they shall have a free and undoubted right to travel, and to reside in the territories and dominions of His said Majesty, subject to the same precautions of police, which are practised towards the most favoured nations. They shall be entitled to occupy dwellings and warehouses, and to dispose of their personal property of every kind and description, by sale, gift, exchange, or will, and in any other way whatever, without the smallest loss or hindrance being given them on that head. They shall not be obliged to pay, under any pretence whatever, other taxes or rates than those which are paid, or that hereafter may be paid, by the most favoured nations in the dominions of His said Sicilian Majesty. They shall be exempt from all military service, whether by land or sea; their dwellings, warehouses, and every thing belonging or appertaining thereto for objects of commerce

merce or residence shall be respected. They shall not be subjected to any vexatious search or visits. No arbitrary examination or inspection of their books, papers, or accounts, shall be made under the pretence of the supreme authority of the state, but these shall alone be executed by the legal sentence of the competent tribunals. His Sicilian Majesty engages on all these occasions to guarantee to the subjects of His Britannic Majesty who shall reside in his states and dominions, the preservation of their property and personal security, in the same manner as those are guaranteed to his subjects, and to all foreigners belonging to the most favoured and most highly privileged nations.

6. *When Privileges to be void.* According to the tenor of the Articles 1 and 2 of this treaty, His Sicilian Majesty engages not to declare null and void the privileges and exemptions which actually exist in favour of British commerce within his dominions, till the same day, and except by the same act, by which the privileges and exemptions, whatsoever they are, of all other nations, shall be declared null and void within the same.

7. *Reduction of Duty.* His Sicilian Majesty promises, from the date when the general abolition of the privileges according to the Articles 1, 2, and 6, shall take place—to make a reduction of 10 per cent. upon the amount of the duties, payable according to the tariff in force the 1st of January, 1816, upon the total of the merchandize or production of the United Kingdom of Great Britain and Ireland, her colonies, possessions, and dependencies, imported into the States of His said Sicilian Majesty, according to the tenor of Article 4 of the present Convention—it being understood that nothing in this Article shall be construed to prevent the King of the Two Sicilies from granting, if he shall think proper, the same reduction of duty to other foreign nations.

8. *Ionian Isles.* The subjects of the Ionian Islands shall, in consequence of their being actually under the immediate protection of His Britannic Majesty, enjoy all the advantages which are granted to the commerce and to the subjects of Great Britain by the present treaty—it being well understood that, to prevent all abuses, and to prove its identity, every Ionian vessel shall be furnished with a patent, signed by the Lord High Commissioner or his representative.

9. *Ratification.* The present convention shall be ratified, and the ratifications thereof exchanged in London, within the space of six months, or sooner if possible. In witness whereof, the respective plenipotentiaries have signed it, and thereunto affixed the seal of their arms.

Done at London, the 26th of September, 1816.

CASTLEREAGH.

CASTELCICALA.

Separate and Additional Article.

Reduction of Duty. In order to avoid all doubt respecting the reduction upon the duties in favour of British commerce, which His Sicilian Majesty has promised in the 7th Article of the Convention, signed this day between His Britannic Majesty and His Sicilian Majesty, it is declared, by this present separate and additional article, that by the concession of 10 per cent. of diminution, it is understood that in case the amount of the duty should be 20 per cent. upon the value of the merchandize, the effect of the reduction of 10 per cent. is to reduce the duty from 20 to 18; and so for other cases in proportion. And that for the articles which are not taxed *ad valorem* in the tariff, the reduction of the duty shall be proportionate; that is to say, a deduction of a tenth part upon the amount of the sum payable shall be granted.

The present separate and additional article shall have the same force and validity as if it had been inserted word for word in the Convention of this day—it shall be ratified, and the ratification thereof shall be exchanged at the same time.

In witness whereof, the respective plenipotentiaries have signed it, and have thereunto affixed the seal of their arms.

Done at London, the 26th of September, 1816.

CASTLEREAGH.

CASTELCICALA.

SARDINIA.

Treaty between Great Britain and Sardinia. Signed at Vienna, 20th May, 1815.

1. *Borders of Genoa.* The borders of the former States of Genoa, and of the countries called Imperial Fiefs, united to the States of His Majesty the King of Sardinia, according to the following Articles, shall be the same as those which, on the 1st of January, 1792, separated those countries from the States of Parma and Placentia, and from those of Tuscany and Massa.

The Island of Capraja, having belonged to the ancient Republic of Genoa, is included in the cession of the States of Genoa to His Majesty the King of Sardinia.

2. *Former Republic of Genoa.* The States which constituted the former Republic of Genoa, are united in perpetuity to those of His Majesty the King of Sardinia.

5. *Imperial Fiefs.* The countries called Imperial Fiefs, formerly united to the ancient Ligurian Republic, are definitely united to the States of His Majesty the King of Sardinia, in the same manner as the rest of the Genoese States; and the inhabitants of these countries shall enjoy the same rights and privileges as those of the States of Genoa, specified in the preceding Article.

Done at Vienna, the 20th May, 1815.

THE MARQUIS DE ST. MARSAN,
THE COUNT ROSSI.

CLANCARTY.

Conditions which are to serve as the bases of the Union of the Genoese States, to those of His Sardinian Majesty.

4. *Transit.* The free-port of Genoa shall be re-established, with the regulations which existed under the ancient Government of Genoa. Every facility shall be given by the King to the transit, through his States, of merchandize proceeding from that free port, under such restrictions as His Majesty shall judge expedient for preventing the said merchandize being illicitly sold or consumed in the interior. It shall be subject only to the usual moderate duty.

15. The King shall preserve to Genoa, a Tribunal and a Chamber of Commerce, with the powers actually belonging to those two establishments.

SARDINIAN CONSULATE GENERAL, 31, Old Jewry.

Extract of a Decree issued from the Royal Council at Admiralty of Genoa, by order of His Majesty the King of Sardinia.

Slave Trade. It is also hereby ordered, that none of our subjects, of whatever class or condition soever, shall, directly or indirectly, take any part in the Slave Trade, under penalty of heavy punishment, and forfeiture of all protection from our government. It is also further ordered, that any vessel bearing our flag, which shall enter into the above abominable traffic, shall be subject to capture if met by any of our ships of war, and to immediate seizure and confiscation on entering any port in our dominions. In furtherance of the above order, we have issued our commands to our consuls resident in foreign countries.

London, July 6, 1818.

J. B. HEATH,
Sardinian Consul General.

IONIAN ISLANDS.

IONIAN ISLANDS, sometimes called the Republic of the Seven Islands, a small and recently constituted republic in the south-east of Europe, consisting of seven principal islands, and a number of islets, extending along the south-west coast of Greece, from 36. to 40. N. Lat., and from 19. 30. to 23. 10. E. Long. The productions are corn, vines, olives, currants, cotton,

honey, wax, &c. Of corn the quantity is not nearly adequate to the consumption of the inhabitants, who draw their supplies from the neighbouring continent. Vines and olives grow throughout the whole, and form the chief source of income to the inhabitants. The currants, sold in such quantities by our grocers, are small dried grapes, imported chiefly from these islands, and the adjacent

adjacent part of the Morea. Zante produces, it is computed, 60,000 cwt. annually; Cephalonia about 50,000. Olive oil and honey are sent in quantities to Italy. Cotton likewise is raised in large quantities; and advantage is taken of the smallest portions of soil; but the general ruggedness of the surface leaves little scope for agricultural improvements. Pasturage is in general scanty in the islands; goats and sheep are reared there in considerable number; but horses and cattle are brought from the continent. The wild animals are foxes, hares, and rabbits. Fishing is prosecuted along the coasts. As to manufactures, salt seems to be the most extensive article, and next to it olive oil. Wine and brandy, as well as different kinds of liquors, are made in considerable quantities; and a coarse cotton cloth is made in Cephalonia. The imports are salt fish (which sells largely for the purpose of diet during the holidays enjoined by the Greek church); next sugar and drugs; also a limited quantity of woollen, linen, and hardware.

CEPHALONIA is the largest of the Ionian Islands. It was once of much greater importance than at present, as it now ranks but as second of these islands. In length it is 40 miles, in breadth from 10 to 20, and in circumference nearly 150. From the warmth of the climate, the trees are covered with flowers all the winter, and bear fruit twice a year. The soil is of great natural fertility; but it is necessary to import considerable quantities of corn from the Morea, the principal productions being raisins, currants, oil, wine (particularly the kind called muscadell), citrons, melons, pomegranates, and cotton. It is particularly noted for its raisins, which are of a quality superior to those of the other islands, and even of the Morea. Argostoti, the chief town, has one of the best harbours in the Mediterranean. The imports consist chiefly of corn, woollen cloths, linen, sugar, and hardware.

CERIGO is 17 miles long, 10 broad, and about 45 in circumference. It produces small quantities of corn, wine, oil, flax, and cotton.

CORFU is the chief of the Ionian Islands. It is situate at the mouth of the Gulph opposite to the coast of Epirus. The town is estimated to contain 17,000 inhabitants. In town and country they amount, according to the last census, to about 60,000. The devo-

tion of the insulars affords considerable advantage. By the mariner, it is believed that the success of his speculations depend upon an offering to St. Sperdion. This saint participates in the profits of the voyage of every boat leaving the port. This island derives its importance from being, as it were, the key of the Adriatic. It exports considerable quantities of oil and salt. The products are olives, oranges, lemons, honey, and wax. Fishing is one chief support of the inhabitants.

ITHACA, or **THIAKI**, (otherwise called **CEFALONIA PICCOLA**, or **VAL DI COMPARE**), in long. 21. 1. E. lat. 38. 36. N. Its length from north to south is about 18 miles, its breadth nowhere above 5. Its superficial extent is about 85 square miles, and its population 8,000. Currants and olives are the chief productions.

MAURO. This island, or more correctly **Leucadia**, as it is still generally called by the peasantry, lies in lat. 38° 30' N. and in 21° E. long. The length is about 30 miles from north to south, and the breadth is about 12. Vegetables in considerable quantities are grown here. But little corn is produced, not sufficient to support one-third of the inhabitants. The principal products are oil and wine. Salt is next in importance, the facilities for producing which are great. The island is supplied with beef and mutton from Albania. Population 17,000.

PAXO is about 15 miles in circumference, including the islet of Antipaxo. It produces little else than olives, almonds, and vines. Porto Gai is the name of the chief town and landing place.

ZANTE. The beauty and fertility of this island have been long celebrated even to a proverb, "*Zante fior di Levante*," being an expression common in the Mediterranean. The circumference of Zante is about 60 miles. Its products are currants, olives, and fruits. Currants and olive oil are exported in large quantities, especially to England.

Money.—10 soldi, or aspri = 1 lira: 10 lire = 1 real: 13½ lire = 1 giustino: 15½ lire = 1 Venetian scudo della croce.

Weights and Measures.—[Same as at Venice, p. 537.] Currants are sold per 1000 lb., being about 975 lb. English nett, or about 920 lb. nett at Hamburgh. The barilla of grain is equal to half a sacco of Leghorn. 100 barilla are 12 qrs. 1 bush. English Imperial measure.

Treaty between Great Britain and Russia, respecting the Ionian Islands, signed at Paris, the 5th November, 1815.

ARTICLE 1. Independent State. The islands of Corfu, Cephalonia, Zante, Maura, Ithaca, Cerigo, and Paxo, with their dependencies, such as they are described in the treaty between His Majesty the Emperor of All the Russias and the Ottoman Porte, of the 21st March, 1800, (a) shall form a single, free, and

(a) "The islands of Corfu, Zante, Cephalonia, Santa Maura, Ithaca, Paxo, Cerigo, and all the large and small islands, inhabited and uninhabited, which are situated opposite to the coast of the Morea, shall remain independent."

independent state, under the denomination of the United States of the Ionian Islands.

2. *British Protection.* This state shall be placed under the immediate and exclusive protection of His Majesty the King of the United Kingdom of Great Britain and Ireland, and his heirs and successors. The other contracting powers do consequently renounce every right or particular pretension which they might have formed in respect to them, and formally guarantee all the dispositions of the present treaty.

3. *Internal Organization.* The United States of the Ionian Islands shall, with the approbation of the protecting power, regulate their internal organization; and in order to give to all the parts of this organization the necessary consistency and action, His Britannic Majesty will employ a particular solicitude with regard to the legislation and the general administration of those States. His Majesty will therefore appoint a lord high commissioner to reside there, invested with all the necessary power and authorities for this purpose.

4. *New Constitutional Charter.* In order to carry into execution, without delay, the stipulations mentioned in the articles preceding, and to ground the political re-organization which is actually in force, the lord high commissioner of the protecting power shall regulate the forms of convocation of a legislative assembly, of which he shall direct the proceedings, in order to draw up a new constitutional charter for the States, which His Majesty the King of the United Kingdom of Great Britain and Ireland shall be requested to ratify.

Until such constitutional charter shall have been so drawn up, and duly ratified, the existing constitutions shall remain in force in the different islands, and no alteration shall be made in them, except by His Britannic Majesty in council.

5. *Occupation of Fortresses.—Military Force.* In order to ensure, without restriction, to the inhabitants of the United States of the Ionian Islands, the advantages resulting from the high protection under which these States are placed, as well as for the exercise of the rights inherent in the said protection, His Britannic Majesty shall have the right to occupy the fortresses and places of those States, and to maintain garrisons in the same. The military force of the said United States shall also be under the orders of the commander-in-chief of the troops of His Britannic Majesty.

6. *Maintenance of Fortresses, Garrisons, &c.* His Britannic Majesty consents, that a particular convention with the government of the said United States shall regulate according to the revenues of these states, every thing which may relate to the maintenance of the fortresses already existing, as well as to the subsistence and payment of the British garrisons, and to the number of men of which they shall be composed in time of peace.

The same convention shall likewise fix the relations which are to exist between the said armed force and the Ionian government.

7. *Trading Flag.* The trading flag of the United States of the Ionian Islands shall be acknowledged by all the contracting parties as the flag of a free and independent state. It shall carry with the colours and above the armorial bearings thereon displayed before the year 1807, such other as His Britannic Majesty may think proper to grant, as a mark of the protection under which the said Ionian States are placed; and for the more effectual furtherance of this protection, all the ports and harbours of the said states are hereby declared to be, with respect to honorary and military rights, within British jurisdiction. The commerce between the United Ionian States and the dominions of His Imperial and Royal Apostolic Majesty shall enjoy the same advantages and facilities as that of Great Britain with the said United States. None but commercial agents, or consuls, charged solely with the carrying on commercial relations, and subject to the regulations to which commercial agents or consuls are subject in other independent states, shall be accredited to the United States of the Ionian Islands.

8. *Parties to accede.* All the powers which signed the treaty of Paris of the

site to the coasts of the Morea and Albania, which were detached from Venice, and have recently been conquered.”—(Art. 2.)

30th May,

30th May, 1814, (a) and the act of the congress of Vienna of the 9th June, 1815, and also His Majesty the King of the Two Sicilies, and the Ottoman Porte, shall be invited to accede to the present convention.

9. *When to be ratified.* The present act shall be ratified, and the ratification shall be exchanged in two months, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed it, and have affixed thereunto the seals of their arms.

Done at Paris, the 5th November, 1815.

CASTLEREAGH,
WELLINGTON,

LE PRINCE DE RASOUMOFFSKY,
LE COMPTE CAPO D'ISTRIA.

Note.—*Similar Treaties were signed on the same day by the Plenipotentiaries of His Majesty, with those of the Emperor of Austria and the King of Prussia respectively.*

Extract of the Constitutional Chart of the United States of the Ionian Islands, as agreed on and passed unanimously by the Legislative Assembly, on the 2d of May, 1817.

6. With a view to ensure the most perfect protection to the commerce of these islands, every vessel, navigating under the Ionian flag, shall be bound, before leaving the port of the Ionian States to which she belongs, to provide herself with a *Pass*, signed by the Lord High Commissioner of the Protecting Sovereign, and no vessel sailing without such pass, shall be considered as navigating according to law. But it is reserved to His Majesty, to decide how far it may be necessary, that, independent of such pass, they should further be bound to supply themselves with *Mediterranean Passes*. [See page 658.]

TURKEY AND THE LEVANT.

TURKEY, a well known empire, extending over the south-east of Europe and the contiguous parts of Asia and Africa; bounded W. by the Adriatic, and E. by Persia. It occupies a track of country extending from Long. 16. to 50. E. and from Lat. 29. to 48. N. It is divided into Turkey in Europe and Turkey in Asia.

TURKEY IN EUROPE is bounded N. by the southern limits of the Russian and Austrian dominions, E. by the Black sea and the Bosphorus, S. by the Mediterranean, and W. by the Adriatic. It is in length 370 miles: its breadth, in general less than half its length, is great only in Lat. 43. where its territory projects to the westward in Bosnia and Croatia. Area 200,000 square miles; population 10,000,000. The products of Greece, and of the maritime districts of Turkey in Europe, are sufficiently known; but with the mineralogy and botany of the interior we are almost as little acquainted as with those of the wilds of America. In regard to fruit, chesnuts, apples, and pears, are found only in the northern provinces. The southern produce oranges, raisins, olives, figs, and almonds. The grape succeeds in almost every part of the empire; the pomegranate and the sugar cane only in its southern and warmest districts. Wheat, maize, rice, cotton, silk, and tobacco, are all natural to this country. Cattle and horses are reared in almost every part of the empire. The goat is a useful animal in the mountains; the ass and mule are like those of Italy.

TURKEY IN ASIA. Its boundary to the eastward has been formed by a varying line among the mountains of Armenia and Kurdistan, and the river courses of the Euphrates and Tigris. Bagdad and Bassora scarcely own the supremacy of the Porte; and the mountain districts are occupied by a number of petty and warlike chieftains. Asiatic Turkey is reduced to Asia Minor and Syria, including Palestine.

ALEXANDRIA, a large and celebrated city, the ancient capital of Egypt. It was founded in the year 331 A. C. by Alexander the Great, whose comprehensive mind, justly estimating the advantages of its situation, conceived the grand idea of making it the centre of commerce to all the three continents. The commerce of Alexandria is still not inconsiderable; since it includes all which the European states carry on with Egypt. Long. 30. 5. E. Lat. 31. 16. N.

CANDIA, one of the largest islands in the Mediterranean, is situated to the south of the Grecian archipelago, and is nearly 180 miles in length, and from 20 to 30 in breadth.

CANDIA, the capital of the foregoing island, is situated on an elevated plain on the north coast. Long. 25. 4. E. Lat. 35. 16. N.

CHESME, or **CISME**, a seaport town of Anatolia, in Asiatic Turkey, separated by a narrow strait from the island of Scio. It was anciently called *Cystus*. This strait is distinguished by the victory which the Roman fleet gained over that of Antiochus the

(a) For this treaty, see page 510.

Great in 191 A. C.; and also by that of the Russian over the Turkish fleet in 1770. 40 miles N. of Smyrna. Long. 26. 17. E. Lat. 38. 24. N.

CONSTANTINOPLE, *i. e.* **CONSTANTINE'S CITY**, called by the ancients *Byzantium*. The harbour is not on the side of the sea, but in a long, capacious inlet, running along the north side of the town. It is of sufficient depth for the largest vessels, and can contain 1200 sail. On the Bazaars here are seen all the spices of the east, with a long catalogue of medicines, among which the most conspicuous is opium. The prevalence of the plague in Constantinople is owing not to any thing in its locality, but to the obstinate carelessness of the Turks; still the climate of this city is not healthy, being subject to very frequent transitions, and particularly to cold winds from the north-east. 1500 miles E. by S. from Paris. Long. 25. 56. E. Lat. 41. N.

Moncys.—3 aspers = 1 para, or medino: 5 paras = 1 beslick: 10 paras = 1 roup: 30 paras = 1 zolotta, or izelotta: 40 paras = 1 grouch, piastre, or dollar: 60 paras = 1 altmichlie: 4 piastres, or 480 aspers = 1 chequin, or sequin, a gold coin: 500 aspers = 1 chise, or purse: 100,000 aspers = 1 jux or juck. Accounts are kept in piastres, paras, and aspers. The asper is either an imaginary or a real money: in the latter case it is worth $\frac{2}{3}$ of a penny sterling.

For sterling value of other coins, see Tables in p. xl.

Weights.—176 drams = 1 rottioli: 100 rottioli = $7\frac{1}{2}$ batmans, or 126 lb. English. The quintal of cotton is 45 okes. A fortin of grain of four kizloz weighs 240 lb. English, and contains about 30 bushels Imperial measure. The metre or almund of oil weighs eight okes, or $22\frac{1}{2}$ lb. English,

and 100 metres contain 114 $\frac{3}{4}$ English wine gallons Imperial measure.

Measures. 100 large pikes or archim, for silks and woollens, are equal to 77 English yards. 100 small pikes or endrezeh, for cottons and carpets, are $74\frac{1}{2}$ English yards; but in general a pike is considered $\frac{3}{4}$ of an English yard.

PATRAS, or **BALIABADRA**, a sea-port of Greece, in the north-west of the Morea, at the entrance of the gulf of Lepanto. The trade of Patras is considerable, particularly with Trieste, Corfu, and Zante, chiefly in currants, oil, wine, honey, wax, silk, and skins. Here are resident consuls of England, France, and the principal European states. 10 miles S. by W. of Lepanto, and 65 W. by N. of Corinth. Long. 21. 43. E. Lat. 38. 33. N.

SALONICA, a large and handsome city of European Turkey, in Macedon, standing at the northern extremity of a great bay or gulf. 272 miles West of Constantinople, and 252 E.S.E. of Ragusa. Long. 22. 56. E. Lat. 40. 38. 7. N.

SMYRNA, a large and commercial city of Asia Minor, situated at the head of a long and winding gulf of the Grecian archipelago. The export trade of Smyrna consists of very rich commodities, raw silk, Turkey carpets, unwrought cotton, and the beautiful goats' hair or mohair of Angora, which is used in several of our finer manufactures. It sends out also a considerable quantity of raisins, a little muscadine wine, and a variety of drugs, as rhubarb, amber, musk, lapis lazuli, and gums. A certain number of pearls, diamonds, and other precious stones, are also exported. The imports are chiefly woollen cloths, lead, tin, glass, and wrought silks. Long. 27. 4. 45. E. Lat. 38. 29.

As to Mediterranean Passes, see page 658.

Capitulations and Articles of Peace between Great Britain and the Ottoman Empire, as agreed upon, augmented, and altered, at different periods, and finally confirmed by the Treaty of Peace concluded at the Dardanelles, in 1809.

SULTAN MEHEMED,

MAY HE LIVE FOR EVER.

“Let every thing be observed in Conformity to these Capitulations, and contrary thereto let nothing be done.”

1. *Safe Pass.* The English nation and merchants, and all other merchants sailing under the English flag, with their vessels, and merchandize of all descriptions, may pass safely by sea, and go and come into our dominions, without any the least prejudice or molestation being given to their persons, property, or effects, by any person whatsoever, but they shall be left in the undisturbed enjoyment of their privileges, and be at liberty to attend to their affairs.

2. *Molestation.* If any of the English coming into our dominions by land be molested or detained, such persons shall be instantly released, without any further obstruction being given to them.

3. *Entering and remaining in Ports.* English vessels entering the ports and harbours of our dominions shall and may at all times safely and securely abide and remain

remain therein, and at their free will and pleasure depart therefrom, without any opposition or hindrance from any one.

4. *Stress of Weather.* If it shall happen that any of their ships suffer by stress of weather, and not be provided with necessary stores and requisites, they shall be assisted by all who happen to be present, whether the crews of our imperial ships, or others, both by sea and land.

5. *Purchasing Articles.* Being come into the ports and harbours of our dominions, they shall and may be at liberty to purchase at their pleasure, with their own money, provisions and all other necessary articles, and to provide themselves with water, without interruption or hindrance from any one.

6. *Wrecks.* If any of their ships be wrecked upon any of the coasts of our dominions, all beys, cadis, governors, commandants, and others our servants, who may be near or present, shall give them all help, protection, and assistance, and restore to them whatsoever goods and effects may be driven ashore; and in the event of any plunder being committed, they shall make diligent search and inquiry to find out the property, which, when recovered, shall be wholly restored by them.

7. *Merchants and Brokers.* The merchants, interpreters, brokers, and others, of the said nation, shall and may, both by sea and land, come into our dominions, and there trade with the most perfect security; and in coming and going, neither they nor their attendants shall receive any the least obstruction, molestation, or injury, either in their persons or property, from the beys, cadis, sea-captains, soldiers and others our slaves.

17. *Meeting at Sea.* Our ships and galleys, and all other vessels, which may fall in with any English ships in the seas of our dominions, shall not give them any molestation, nor detain them by demanding any thing, but shall show good and mutual friendship the one to the other, without occasioning them any prejudice.

19. *Vessels plundered.* If the corsairs or galliots of the Levant be found to have taken any English vessels, or robbed or plundered them of their goods and effects, also if any one shall have forcibly taken any thing from the English, all possible diligence and exertion shall be used and employed for the discovery of the property, and inflicting condign punishment on those who may have committed such depredations; and their ships, goods, and effects, shall be restored to them without delay or intrigue.

21. *Duties.* Duties shall not be demanded of the English, or the merchants sailing under the flag of that nation, or any piastres and sequins they may import into our sacred dominions, or on those they may transport to any other place.

36. *Where the English may trade.* English merchants, and all others sailing under their flag, may, freely and unrestrictedly, trade and purchase all sorts of merchandize (prohibited commodities alone excepted), and convey them, either by land or sea, or by way of the river Tanais, to the countries of Muscovy or Russia, and bring back thence other merchandize into our sacred dominions, for the purposes of traffic, and also transport others to Persia and other conquered countries.

38. *Ships forced by contrary Winds into certain Ports.* Should the ships bound for Constantinople be forced by contrary winds to put into Caffa, or any other place of those parts, and not be disposed to buy or sell any thing, no one shall presume forcibly to take out or seize any part of their merchandize, or give to the ships or crews any molestation, or obstruct the vessels that are bound to those ports.

40. *Ships may depart.* On their ships arriving at any port, and landing their goods, they may, after having paid their duties, safely and securely depart, without experiencing any molestation.

41. *English Ships touching at Barbary.* English ships bound to Constantinople, Alexandria, Tripoli of Syria, Scanderoon, or other ports of our sacred dominions, shall in future be bound to pay duties, according to custom, on such goods only as they shall, of their own freewill, land with a view to sale; and for such merchandize as they shall not discharge, no duty shall be demanded, neither shall the least molestation or hindrance be given to them.

44. *Aleppo.* English and other merchants navigating under their flag, who trade to Aleppo, shall pay such duties on the silks, brought and laden by them on board their ships, as are paid by the French and Venetians, and not one asper more.

55. *Imperial Fleet not to molest English.* The Imperial fleet, galleys, and other

vessels, departing from our sacred dominions, and falling in with English ships at sea, shall in nowise molest or detain them, nor take from them any thing whatsoever. English ships shall no longer be liable to any further search or exaction at sea, under colour of search or examination.

70. *Anchorage.* English ships coming to the ports of Constantinople, Alexandria, Smyrna, Cyprus, and other ports of our sacred dominions, shall pay 300 aspers for anchorage duty.

72. *Angora and Beghbazar.* No molestation shall be given to any of the aforesaid nation buying camlets, mohairs, or grogram yarn, at Angora and Beghbazar, and desirous of exporting the same from thence, after having paid the duty of three per cent. by any demand of customs for the exportation thereof, neither shall one asper more be demanded of them.

75. *Duty on Silk.* That it being represented to us that the English merchants have been accustomed hitherto to pay no custom or scale duty, either on the silks bought by them at Brussa and Constantinople, or on those which come from Persia and Georgia, and are purchased by them at Smyrna from the Armenians; if such usage or custom really exists, and the same be not prejudicial to the empire, such duty shall not be paid in future.

Treaty between Great Britain and the Sublime Porte. Concluded at the Dardanelles, the 5th of January, 1809.

1. *Renewal of Peace.* From the moment of signing the present treaty, every act of hostility between England and Turkey shall cease.

5. *Flag of the Sublime Porte.* In return for the indulgence and good treatment afforded by the Sublime Porte to English merchants, with respect to their goods and property, as well as in all matters tending to facilitate their commerce, England shall reciprocally extend every indulgence and friendly treatment to the flag, subjects, and merchants of the Sublime Porte, which may hereafter frequent the dominions of His Britannic Majesty for the purposes of commerce.

6. *Tariff.* The last custom-house tariff established at Constantinople, at the ancient rate of 3 per cent. and particularly the article relating to the interior commerce, shall continue to be observed, as they are at present regulated, and to which England promises to conform.

10. *Patents and Passports.* English patents of protection shall not be granted to dependants, or merchants who are subjects of the Sublime Porte, nor shall any passport be delivered to such persons, on the part of Ambassadors or Consuls, without permission previously obtained from the Sublime Porte.

Done near the Castles of the Dardanelles, the 5th of January, 1809, which corresponds with the year of the Hegira 1223, the 19th day of the Moon Zilkaade.

SEYD MEHEMMED EMIN VAHID EFFENDI,
ROBERT ADAIR.

BY THE KING. A PROCLAMATION.

GEORGE, R.—Whereas His Majesty being at peace with all the powers and states of Europe and of America, has repeatedly declared his royal determination to maintain a strict and impartial neutrality in the different contests in which certain of those powers and states are engaged:

And whereas the commission of acts of hostility by individual subjects of His Majesty against any power or state, or against the persons and properties of the subjects of any power or state, which being at peace with His Majesty is at the same time engaged in a contest, with respect to which His Majesty has declared his determination to be neutral, is calculated to bring into question the sincerity of His Majesty's declarations:

And whereas if His Majesty's subjects cannot be effectually restrained from such unwarranted commission of acts of hostility, it may be justly apprehended that the governments aggrieved thereby might be unable, on their part, to restrain their subjects from committing acts of violence upon the persons and property of unoffending subjects of His Majesty:

And whereas the Ottoman Porte, a power at peace with His Majesty, is and has been for some years past engaged in a contest with the Greeks, in which contest His Majesty has observed a strict and impartial neutrality:

And

And whereas great numbers of His Majesty's loyal subjects reside and carry on a beneficial commerce, and possess establishments and enjoy privileges within the dominions of the Ottoman Porte, protected by the faith of treaties between His Majesty and that power :

And whereas His Majesty has received recent and undoubted information, that attempts are now making to induce certain of His Majesty's subjects to fit out ships of war and privateers in the ports of His Majesty's kingdom, and to embark therein, for the purpose of carrying on, under the Greek flag, hostile operations against the Ottoman government, of capturing and destroying Turkish ships and property, and of committing depredations on the coasts of the Turkish dominions :

And whereas such hostile operations would be directly contrary to the provisions of the act, passed in the 59th year of the reign of His late Majesty, intituled "An Act to prevent the enlisting or engagement of His Majesty's subjects to serve in a foreign service, and the fitting out or equipping, in His Majesty's dominions, vessels for warlike purposes, without His Majesty's licence," in which it is, amongst other things, enacted, "that if any natural born subject of His Majesty, without the leave or licence of His Majesty for that purpose first had and obtained under the sign manual of His Majesty, or signified by order in council, or by proclamation, shall take, or shall agree to take, any military commission, or shall otherwise enter into the military service as a commissioned or non-commissioned officer, or shall enlist or enter himself to enlist, or shall agree to enlist or to enter himself to serve as a soldier, or to be employed, or shall serve in any warlike or military operation in the service of, or in aid of any foreign prince, state, potentate, colony, province, or people, or of any person exercising, or assuming to exercise, the powers of government, over any foreign country, or part of any province or people, either as an officer or soldier, or in any other military capacity; or if any natural born subject of His Majesty shall, without leave or licence as aforesaid, accept, or agree to accept, any commission, warrant, or appointment as an officer, or shall enlist or enter himself, or shall agree to enlist or enter himself to serve as a sailor or marine, or to be employed, or shall serve in any ship of war, or in any ship used, or fitted out, or equipped, or intended to be used for any warlike purpose in the service of any foreign power, or of any person exercising, or assuming to exercise the powers of government over any foreign country or people; or if any natural born subject of His Majesty shall, without such leave and licence, engage to go, or shall go to any foreign state, or to any place beyond the seas, with an intent to enter himself to serve, or with intent to serve, in any warlike or military operation whatever, whether by land or by sea, in the service of any foreign prince, province or people, or in the service of, or in aid of, any person exercising, or assuming to exercise, the powers of government over any foreign country, province or people, either as an officer or a soldier, or in any other military capacity, or as an officer, or sailor, or marine, in any such ship, although no enlisting money, pay, or reward shall have been, or shall be, in either of the cases aforesaid, actually paid to or received by him, or by any person for his use or benefit; or if any person whatever within the United Kingdom of Great Britain and Ireland, or in any part of His Majesty's dominions elsewhere, or in any country or place belonging to or subject to His Majesty, shall engage, or shall attempt to engage, any person whatever to enlist or to serve as aforesaid, as an officer, soldier, sailor, or marine, either in land or sea service, as aforesaid, or to go, or to embark from any part of His Majesty's dominions for the purpose to be enlisted as aforesaid, whether any enlisting money shall have been, or shall be, actually given or received, or not, in either of such cases every person so offending shall be deemed guilty of a misdemeanour, and, upon being convicted thereof, upon any information or indictment, shall be punishable by fine and imprisonment, or either of them, at the discretion of the court before which such offender shall be convicted."

And it is further enacted, "that if any person within any part of the United Kingdom, or in any part of His Majesty's dominions beyond the seas, shall, without the leave and licence of His Majesty for that purpose first obtained, as aforesaid, equip, furnish, fit out, or arm, or attempt to equip, or shall knowingly aid, or be concerned in the equipping, or arming of any ship with intent that such ship shall

be employed in the service of any foreign prince, or people, or of any person exercising, or assuming to exercise, any powers of government over any foreign state, or people, as a transport or store ship, or with intent to cruise or commit hostilities against any prince, state, or potentate, or against the subjects or citizens of any prince, state, or potentate, or against the persons exercising, or assuming to exercise, the powers of government in any colony, or country, or against the inhabitants of any foreign colony, or country, with whom His Majesty shall not then be at war, or shall, within the United Kingdom, or any of His Majesty's dominions, or place belonging or subject to His Majesty, deliver any commission for any ship, to the intent that such ship shall be employed as aforesaid, every such person so offending shall be deemed guilty of a misdemeanour; and shall, upon conviction thereof, upon any information or indictment, be punished by fine and imprisonment, or either of them, at the discretion of the court in which such offender shall be convicted, and every such ship, with the tackle, apparel, and furniture, together with all the materials, arms, ammunition, and stores which may belong to, or be on board of any such ship, shall be forfeited; and it shall be lawful for any officer of His Majesty's customs or excise, or any officer of His Majesty's navy, who is by law empowered to make seizures (a) for any forfeiture incurred under any of the laws of customs or excise, or the laws of trade and navigation, to seize such vessels aforesaid, and in such places, and in such manner in which the officers of His Majesty's customs or excise, and the officers of His Majesty's navy, are empowered respectively to make seizures under the laws of customs and excise, or under the laws of trade and navigation, and that every such ship, with the tackle, apparel, and furniture, together with all the materials, arms, ammunition, and stores which may belong to or be on board of such ship, may be prosecuted and condemned in the like manner, and in such courts as ships may be prosecuted and condemned, for any breach of the laws made for the protection of the revenues of customs and excise, or of the laws of trade and navigation :”

His Majesty, therefore, being desirous of preserving to his subjects the blessings of peace which they now happily enjoy, and being resolved to persevere in that system of neutrality which His Majesty has so repeatedly declared his determination to maintain; in order that none of His Majesty's subjects may unwarily render themselves liable to the penalties imposed by the statute herein mentioned, has thought fit, by and with the advice of his privy council, to issue this His Royal Proclamation :

And His Majesty does hereby strictly command that no person whatsoever do presume to take part in any of the said contests, or to commit or attempt any act, matter, or thing whatsoever, contrary to the provisions of the said statute, upon pain of the several penalties by the said statute imposed, and of His Majesty's high displeasure :

And His Majesty, by and with the advice aforesaid, doth hereby enjoin all His Majesty's subjects, *strictly to observe, as well towards the Ottoman Porte and the Greeks, as towards all other Belligerents with whom His Majesty is at Peace, the duties of neutrality; and to respect in all, and each of them, the exercise of those Belligerent Rights, which His Majesty has always claimed to exercise, when His Majesty has himself been unhappily engaged in war.*

Given at our Court at Windsor, the 30th September, 1825, and in the sixth year of our reign.

GOD save the KING.

GREECE.

The ancient name of Greece is given to that part of Turkey in Europe which contains Macedonia, Janna, or Thessaly, Livadia, the Morea, the Archipelago, and Candia.

Greece, on account of the struggle between the inhabitants of that country and of Turkey, has recently become the subject of intense

interest in Great Britain and Ireland; and a proclamation has just been issued prohibiting the exportation of naval stores, and of any interference in the contest, by any of the subjects of the United Kingdom. For this proclamation, see page 546.

(a) See pages 440. 448.

LEVANT COMPANY.

The term *Levant* applies strictly to the sea lying between the coasts of Carmania, Syria, and Egypt. It was called so for the same reason that Asia Minor was called *Anatolia* by the Greeks, because it was at the eastern end of the Mediterranean, and hence the term *Levanter* is applied to the wind which blows down the Mediterranean, and through the Straits of Gibraltar, as coming from these parts. The term is French, and was given to these seas by that nation, who established the first trading company in the East. In the reign of Francis I. the Sieur Foret concluded a treaty of commerce with the Turkish government of Constantinople, and a company was formed in France in the year 1531, to avail themselves of the advantages conferred by it. These were so beneficial, that immediately after the Venetians concluded a similar treaty, and formed a similar company.

The English carried on a trade with the Barbary states, so early as the reign of Henry VII. and the town of Southampton was appointed as the *dépôt* for oriental goods, brought by vessels called *argosies*, from the town of Ragusa, where they were built. It is not a little remarkable, that Shakspeare's play of the Merchant of Venice and the Levant Company both owed their origin to the loss of one of these *argosies*, near the Isle of Wight, with all her cargo and passengers.

The French and Venetians had formed trading companies with Turkey half a century before England; but, in the year 1581, a commercial treaty was made with the Ottoman Porte, by Queen Elizabeth, and a charter, or licence for trade, granted for five years, to certain persons, forming a fellowship of merchants. The licence was renewed from time to time, until a charter was granted by James the First, in the year 1605; the privileges of the company were extended in 1643, the charter renewed by Charles II., and again recognized by parliament in 1753.

The company consisted of about eight hundred members, who resided in different parts of the United Kingdom and of the Levant, and the name of a Turkey merchant was one of the most respectable for opulence and character in the commercial world. They had from 20 to 25 vessels, armed with from 25 to 30 guns each, trading to the different ports of the Mediterranean. They appointed and paid an ambassador, secretary, chaplains, physicians, and consuls at Constantinople, Smyrna, Aleppo, Alexandria, Algiers, Patras, &c. besides cancelliers, dragomen, agents, janissaries, and all the extensive appendages of such establishments, at an expense of about £15,000 per annum. They built at Smyrna a noble consulate residence, perhaps the

finest edifice in that large city, with a chapel and house for the chaplain attached to it, and in another part of the town an excellent hospital for the sick. At Constantinople their former palace was burnt down, by one of those accidental fires so common in that city; but a new and much more magnificent edifice was erected in its place, on which the Levant company expended £10,000. This fine building stands in the midst of a large lawn, on one of the most eminent and conspicuous points of Pera, where it forms a noble object, seen from Constantinople and all the country round; and the view never fails to recall circumstances highly interesting to the English name and character in Turkey. The ground on which it was built was conferred by the Porte, as a token of good will and gratitude to the British nation for their expulsion of the French from Egypt; and, when the palace was finished, its opening was hallowed by the liberation of a number of Christian slaves. These unhappy men, overpowered with feelings of gratitude, came to the palace to thank the ambassador, and the sight was rendered deeply affecting by their age and infirmities, as some of them had been fifty years in chains.

In the year 1803 a most important change was effected with regard to the Levant company: government assumed to themselves the appointment and payment of the ambassador and his secretaries, with some additional consuls. But in the year 1821 Turkey became the theatre of political contest, where the greatest interests of Europe were discussed, and settled by the British ambassador; the interests of trade, therefore, however important in themselves, were of secondary consideration, compared with those more important objects, and it was deemed expedient by the British government, that the whole of the establishment of consuls and dragomen should be in the appointment and under the control of themselves alone. A project, therefore, to this effect, was formed, and a communication made to the Levant company by Mr. Secretary Canning, accompanied by an assurance that "it resulted solely from considerations of public expediency, and in no degree from any disrespect or disposition to impute any blame to their past administration." On this communication, a special general court was called on the 11th of February, 1825, who saw the reasonableness of the project, and acceded to its propriety.

The author not only vindicates the spoliation of the Parthenon, but wishes there was another Elgin to save what yet remains. When there was a danger of these remains being destroyed by the Turks during the war then raging in Greece:—

Lord

Lord Strangford, (*a*) whose judgment and feeling in every thing that relates to the remains of ancient art are not the least of his high qualities, exerted his influence on the critical occasion, and caused an order to be issued by the Porte to the Turkish commanders, that they should suffer no violence to be offered to these temples, but strictly preserve them from any injury: the Greeks, it appeared, required no such suggestion, as they were naturally disposed of themselves

to protect these noble monuments of their ancestors. These orders have hitherto been strictly complied with; and in consequence of this interference the temples have been preserved, though the combatants have had alternate possession of them; and thus the arts are indebted to one ambassador at Constantinople for the preservation of part of them at home, and to another for what remains of them abroad.—*Account of the Levant Company. Published by Arch, 1825.*

Turkey Company Abolished, and all their rights, powers, and privileges to cease. 6 Geo. 4. c. 33. § 1.

Acts of 26 Geo. 2. c. 18. and 59 Geo. 3. c. 110. repealed. § 3.

Consuls. The authority of consuls under Turkey company to cease, and to be exercised by such consuls and other officers respectively as His Majesty may be pleased to appoint, for the protection of the trade of His Majesty's subjects in the places respectively mentioned in the said letters patent and acts. § 4.

Compensations. Treasury may grant allowances and pensions to officers of the company, &c. losing their offices under this act. § 5.

COMORA is the largest island, and its elevation the greatest in the eastern Archipelago. Comora is partly covered with cocoa-trees, nearly as fine as those of Anjouan, one of the adjacent islands.

The aboriginal inhabitants appear to have been Arabs; the population, which amounts to 50,000 inhabitants, could not otherwise have so increased in 200 years, when these islands became theirs by conquest. Comora is divided into nine kingdoms, generally at war one with another; this tends not a little to interrupt the commerce with the port of Mouroni, the only anchorage-place of the island, if, indeed, it deserves the name. It is, however, the place where merchandize is disembarked and exchanged.

The town is large, and may contain about 12,000 souls. Though not so well built as Anjouan, it is encompassed with walls, as that town is; one half of the place is occupied with cottages.

If a trade were once established, it would be more considerable here than at the other islands, as besides cocoa and oil that might be made here, there is abundance of *baslin* (some native commodity not explained) which they export to Languebar, together with the cowries that pass throughout India. To the coast of Africa, they send a nut which tastes like the chesnut; it grows on a tree like the vacoa, and thrives best among the rocks. To Mozambique they send shells; and to the adjacent isles, millet of a very small kind.

As to trading in salt fish, it could not be set up in any of the Comora islands, as no fish is found on the coasts of any in the Archipelago. Oysters, however, abound in different parts of their shores; they are small, but excellent.

(a) To whom this book is Dedicated.

PART VII.

ASIA.

As to the importation into the United Kingdom of goods, the produce of Asia, and also as to importation into British Possessions in Africa, or America, see pages 1—5.

ASIA, one of those primary divisions of the globe called the four quarters; and, in size, the largest next to America. It is the most remarkable of any; having been the first peopled, and consequently being that from which arts and civilization were diffused over the rest of the earth: to Christians it presents additional claim for attention as the scene of sacred history. In extent it exceeds Europe and Africa taken together. For fertility of soil, and mildness of climate, a large portion of it is deservedly celebrated. Within the tropic, the productions of this continent are among the most rare and valuable; but the climate is distinguished by that combination of excessive heat and moisture which is so destructive to health.

Asia is surrounded by the sea, excepting where the isthmus of Suez separates the Arabian Gulf from the Mediterranean, and in the space intervening between the Sea of Azof and the Frozen Ocean. From Cape Severo-vosto-chonï, in Siberia, to the southern extremity of Malacca, the continent of Asia extends over nearly 76 degrees of latitude, or 4560 geographical miles; and its greatest breadth, from East Cape, near Behring's Straits, to the Dardanelles, amounts to about 7500 geographical miles. This vast space has been divided by nature into two distinct regions, the northern and the southern; separated from each other by a great central area, flanked on all sides by mountains, some of which are perhaps the loftiest on the surface of the globe.

The middle and western parts of Asia produce all the sorts of grain common in Europe, with our fruits and culinary vegetables, in abundance; the southern and tropical regions afford gums and spices, oils and extracts, roots and berries, which are unknown in colder climates. In minerals, so mountainous a country cannot be deficient. The rivers of Asia Minor washed down frag-

ments of gold; and silver mines were worked on Mount Sipylus within the last century. The gold of Arabia is frequently mentioned in Scripture; and gold dust is still collected from the streams of Kábul and Kandahár. Silver and copper mines are actually worked in the neighbourhood of Tokát; tin is found in great quantities in the island of Banca; lead and iron seem to be most plentiful; but neither the continent nor islands are yet sufficiently known to allow of our forming any estimate of the mineral wealth of Asia. Of precious stones, the diamonds of Golconda and Samb'hálpúr, and the pearls of Bahrein and Manár are well known; and rubies, sapphires, turquoises, with most other gems are brought from the same countries; some stones, as corundum, are seldom found elsewhere.

Nothing better than a very uncertain conjecture can be formed as to the actual number of the inhabitants of Asia; and five hundred millions, the common estimate, is probably below their real amount.

BORNEO, the largest island in the Indian Archipelago, and next to New Holland, the largest in the world, is the chief of the group called the *Sunda Islands*.

This island extends from 70° 7' N. to 4° 12' S. latitude, and from 108° 45' to 118° 25' E. longitude; measuring 900 miles at its greatest length, 700 at its greatest breadth, and 3000 in circumference. An acid fruit, indigenous in this island, has given rise to the name of Pulo Kalamantan, by which the Malays have denominated it. Borneo, or rather Burni, was only the capital of one of the three kingdoms into which this island is divided, and being one of the first and most flourishing places visited by the early European navigators, its name was improperly transferred to the whole island.

Borneo appears to have been long divided into three distinct kingdoms: 1. Burni or Borneo

Borneo Proper, from Tanjong Dato, in lat. $3^{\circ} 15' N.$ to Kanukungan in the Straits of Macassar, $1^{\circ} 15' N.$ 2. Sukadana (Sukadunya, an earthly paradise) from Tanjong Dato to Tanjong Samba, formerly belonging to the Sultan of Bantam; and 3. Benjar-masing (from Bender-masing, the usual port), which comprehended the rest of the island.

Bengal and China are the principal markets for the gold from the Indian islands.

At Mampava there are said to be very rich copper-mines, and at Pulo Bongorong, near Borneo Proper, plenty of loadstone is found. A country called Sarawan, at about sixty miles to the north of Sambas, contains an extensive district abounding in veins of tin as rich as those of Banca. They were formerly worked, but have been abandoned. There is a very valuable iron-mine in the province of Matan, and the metal it affords is free from any impurity, and equal to the best Swedish iron.

The only gems hitherto brought from the Indian Archipelago are diamonds, and Borneo is the only part of it in which they are found. There are indeed no countries in the world except that island, Hindostan, and Brazil, in which beds of diamonds are known to exist. It is remarkable that *pudi* a rough, and *intan* a cut diamond, are both original terms of the great Polynesian language, and the latter is common to all its different dialects. It may be thence inferred that the art of cutting this stone is an original invention of the natives of this region; and it is equally worthy of observation, that the art is at present known only to the less civilized inhabitants of the country near the mines, while the more civilized tribes are wholly ignorant of it, and no sort of precious stone except this is ever polished by them. A kind of table-cut is the only one approved by the natives of those islands. The Prince of Matan, a petty state on the western coast, is in possession of one of the largest diamonds known. It was found in the mines of Landac about a century ago, is still in its rough state, and weighs 367 carats; therefore, if polished, its weight would be $183\frac{1}{2}$ carats, $11\frac{1}{2}$ smaller than the Emperor of Russia's, and $46\frac{1}{2}$ larger than the Pitt diamond, and its real value is £269,378.

The whole coast from Cape Unsing as far as Baselan, is one bed of pearl-oysters, principally the *Bahreïn* or mother-of-pearl shell species, called *tipi* by the Malays; and in Maluda Bay there is an extensive bed of the Ceylon oyster, called *kapi* by these islanders. This part of Borneo has been ceded to the English government.—The Malays on the coast excel in gold and silver filagree, and

can manufacture gunpowder, cast brass cannon, and run iron into shot. They also make, repair, and clean their arms.

JAVA, a large island in the eastern seas, situated between the 6th and 9th degrees of S. lat. and between 105. and 115. of E. long. from Greenwich. It extends from E. to W. and is 642 miles in length, while in its greatest breadth it is 128 miles, and in its average breadth 95. To the S. and W. its shores are washed by the Southern Indian ocean; to the N. W. lies the island of Sumatra, from which Java is separated by a strait 20 miles wide in the narrowest part, known by the name of the Straits of Sunda; to the N. is Borneo; to the N. E. Celebes; and on the E. the islands of Bali and Madura, from the former of which it is separated by a narrow passage, called the Straits of Bali, by a range of mountains, running almost E. and W., and rising to their greatest elevation towards the centre, which, however, is much broken. In several hills of the great range of mountains are the craters of volcanoes, which formerly raged with fury, and poured forth torrents of lava; but, at present, none are known to be in activity, though many emit smoke after heavy rain. The most considerable river is that of Juana, and the Sedani, or Tangerang. On the bank or bar, before Batavia, the flood rises about six feet, and higher at spring tides. High and low water likewise occur only once in 24 hours.—The forest abounds with tigers, as powerful and as large as in Bengal. A species of black tiger, which is often found, is very ferocious.—There are manufactures of cotton, leather, and saddlery, also of iron, brass, and tin. The principal articles of exportation are rice, sugar, coffee, pepper, indigo, teak, timber and planks, spices, which are brought from the Moluccas, tin from Banca, cotton, yarn, salt, edible birds' nests. The imports are European articles of every description, chintzes and muslins, silks, hats, which are a favourite dress with the Chinese and native chieftains, boots and shoes, cabinet ware, fire-arms, gunpowder, shot, haberdashery, hosiery, mathematical and musical instruments, &c. &c. The population of Java has been variously estimated: by a census said to have been taken by general Daendels, governor of the island, when it was in possession of the French government, in 1808, at 3,000,000; and by the latest surveys of the British, at 5,000,000. The inhabitants are chiefly composed of Javanese: the Malays also form a large class; and on the coasts and in the sea-ports there is a considerable proportion of Chinese. For more than a century the Dutch remained in unmolested possession of this large and fertile island. An expedition was dispatched from India, under

Sir

Sir Samuel Auchmuty, which landed on the 4th August, 1811; and after some severe actions with the Dutch troops, the island was conquered. It was surrendered to the Dutch at the peace of Paris in 1814.

Monneys.—60 light stivers or 64 ditto paid on account of salary = 1 rix dollar (in which monneys accounts are kept at Batavia) = 5s. sterling.

The coins of Java are :	£.	s.	d.
1 doit = 1 cash or doubleskye =	0	0	2 5
3 cash or doubleskyes = 1 sat- telie = ...	0	0	7 5
6 cash or 2 sattalies = 1 sooka =	0	1	3
15 cash = 1 rupee = ...	0	3	1 5
24 cash or 48 stivers = 1 rix dol- lar = ...	0	5	0
39 cash or 13 skillings = 1 duca- toon = ...	0	8	1 5
1 gold ducat is 2 rix dollars 12 stivers, or 13 skillings = ...	0	11	0
1 Japan coopang stamped is cur- rent for 30 rix dollars = ...	7	10	0

Weights.—1 gatty = 1 lb 4 oz. avoidu-
pois weight; 1 bahaar = 3 peculs, or 300
catties = 375 lb. avoidupois weight; 1 pe-
cul of 100 catties 125 lb. avoidupois weight.

Measures.—1 measure = 5 gantoms; 230
gantoms or 46 measures = 1 last = 3066 lb.
avoidupois weight; 1 leaguer of arrack =
396 ranns; 1 leaguer of wine = 360 ranns;
12 thumbs or inches = 1 foot and 27 inches
= 1 ell.

BATAVIA, a city and seaport on the north coast of the island of Java, the capital of the Dutch East Indies. Batavia is noted for its unhealthy climate, which gives rise to a fever, chiefly of the intermittent kind. This fever is brought on by the marsh miasmata generated in the putrid mud banks and stagnant canals which are within two miles of the shore, and is strictly confined to that limit. The population, consisting of Europeans, descendants of Europeans, Arabs, natives of Hindostan, Malays, Javanese, natives of Celebes, Balinese, Sumbavas, natives of the Moluccas, natives of Timor and Butan, Chinese and their descendants and slaves, amounts to 47,217. The town of Batavia, captured by the British in 1811, was restored in 1816. Long. 106. 51. E. Lat. 6. 10. S.

Monneys, &c. See JAYA above.

LUCON, or **LUCONIA**, the principal of the Philippine islands, in the eastern seas, on which stands Manilla, the metropolis. It is of a very irregular figure, but may be estimated to be 400 miles from north to south, and in breadth from 90 to 120. The climate is moist; but it is temperate, con-

sidering the situation of the island within the tropics; and the soil is fertile, yielding cotton, indigo, sugar, tobacco, coffee, &c. and generally all sorts of tropical produce. There are several volcanoes in this island. This island is under the dominion of the Spaniards. Lat. between 13. and 19. N. Long. from 120. to 124. E. Population conjectured to be 900,000.

ASTRACAN, an archiepiscopal city of Asia, the capital of the province of that name, situated on an island about 52 miles from the mouth of the Volga, which is discharged into the Caspian sea. This city is three miles in circumference, of very irregular figure, and surrounded by a wall. Its buildings were formerly chiefly of wood. Of the public buildings, the most conspicuous are two commercial halls, for the reception and sale of merchandise, one for the Tartars, the other for the Persians. The population of Astracan consists of a mixture of Russians, Armenians, Greeks, Tartars, Persians, Jews, Indians, English, and French. It is a great place for trade and manufactures. Wine is made; and the Nogay women of Astracan spin quantities of cotton yarn. There are said to be 50 manufactures of silk in the city, all in the hands of the Armenians; extensive salt-works are also carried on, and manufactures of gunpowder. Among the exports may be enumerated fish, pig and bar iron, about 40,000 pounds of cochineal annually, and some indigo; woollen and linen cloths, Russia leather, brocades, taffetas, satin, and foreign velvets. The imports are raw and spun cotton, and stuffs of the same material; raw and manufactured silk, shalls from Thibet and Cashmere, and some furs. There is a considerable trade in jewels; oriental turquoises are sold in great numbers, and at low prices, by the Astracan merchants; and the Indians deal in rubies and emeralds. The chief traffic with Persia is carried on by Armenians. It was taken from the Mongol Tartars in 1554. 1040 miles S.S.E. Petersburg. Long. 47. 44. E. Lat. 46. 21. N.

BURMAN EMPIRE. The produce of its forests maintains a decided pre-eminence from the northern frontiers to the sea. Teak-wood, with all the varieties of timber known in India, is to be found in abundance and perfection. In the upper provinces they grow wheat, and all the variety of pulse and grains known in India; on the banks of the rivers, and wherever they can command water, rice; besides indigo, cossoomba, (a) of every superior

(a) Cossoomba is a beautiful red dye, held in much esteem amongst the Malays, and one of those articles which are scarcely known in England.

quality; very fine tobacco, and cotton of two kinds, the common white of India, and a brown kind peculiar to the country, which is imported into China for making nankeens; they have also abundance of sugarcane, but do not manufacture it, contenting themselves with jaggree made from the cudjoor, or date-tree. They have great variety of fruits, some peculiar to the country; all those common to India; some in great perfection, as mangoes, oranges, and melons; they have also the various legumes, and excellent vegetables and roots common to India. A dearth is seldom known; when it happens, it proceeds more from indolence and oppression than any fault in the soil or climate. To China they export annually five or six lacs of rupees-worth (prime cost) of cotton; the returns are made in raw silk, wrought silks, velvet, gold and silver thread, gold in ingots and plates, leaf gold, true and false, for gilding (of which immense quantities are expended), foils of various colours, paper toys, and dried fruits. The Chinese also take off a great part of their ivory, amber, jasper, and precious stones, and some birds' nests from Tavoy and Mergui; but it does not appear that any European or Indian commodities find their way to China by this route, not even broad-cloth; as, under the present system, the price would be too high before it reached the consumer. Exclusive of this, the Chinese appear to be universally bigotted in favour of their own manufactures; with less liberality, their commercial policy seems to be regulated by the same principles as our own; they encourage the import of raw materials, and the export of manufactures. —The whole produce of the ruby mines (in which sapphires, topazes, emeralds, and garnets are found jumbled together) does not amount to more than 30,000 tecals per annum; at least what are permitted to be sold; the most valuable being appropriated for the use of the king, and locked up in his treasury. The produce of the silver and other mines it is im-

possible to learn; but it is but trifling, owing to the rapacity of government, which does not afford sufficient security to the adventurers, or allow them an adequate share for their risk and labour. Mining is every where a dangerous speculation, here particularly so: the Chinese and Shans are in general the adventurers. To Bengal, by way of Arracan, they chiefly export silver bullion for the purchase of silk and cotton piece goods; they speak of five hundred boats employed in that trade, but the fact is much doubted.—From Yang-hong (a) and Bassein they export sticklac, timber, ivory, wax, cutch, wood and earth oil, precious stones, and other trifles, to various parts of India, to the amount of ten or fifteen lacs of tecals or rupees; and import various European, Indian, and China goods, to the amount of ten lacs, more or less.—From the Shan country they get gold, silver, musk, sticklac, ivory, jasper, horses, and laipac, a coarse kind of tea, in general use amongst them, and which they eat with oil, chillies, and garlic. The eating of laipac forms an indispensable part of the ceremonial in every contract.—From Martaban, Tavoy, and Mergui, they get a little gold, wild cardemoms, ivory, wax, birds'-nests, and tin; and most of their salt-fish and balachong. (b) They manufacture most of their silks, and dye them very well of various brilliant colours; also a fine brown cotton cloth, of which they are very fond; and a great deal of coarse, and some fine cotton cloth, for their own consumption. They smelt metals (iron in large quantities for their own use); make paper, and various articles of lackered ware; refine culinary saltpetre; make gunpowder (very bad); manufacture most of the coarse ironmongery; found brass for various purposes; build ships and boats; make twine and cordage; turn in wood and ivory; polish and cut their precious stones; and excel in pottery; but all their best artificers are foreigners; all they do is done rudely; and to their women alone must be ascribed the merit of weaving and dyeing.

CHINA.

CHINA offers to our contemplation a vast area of more than five millions of square miles, governed by one man of a

foreign race, occupied by a crowded population, retaining the same language, habits, and customs as their forefathers in dis-

(a) Probably Rangoon.

(b) Balachong is a species of caviare, esteemed a great delicacy by the Malays, but is a very disgusting dish to an European palate. It is prepared from the spawn of fish and pounded shrimps, and made into cakes.

tant ages, highly civilized and intelligent, and carefully secluded from any but a very limited intercourse with other nations, either near or remote. All the Chinese weights and measures are derived from one basis, the *hwang-chong* or musical reed, and the number of grains which it will contain; and according to their philosophical writers, each denomination, whether of weight or measure, increases according to the decimal scale; but this appears to be merely theoretical, for in actual practice the weights and measures used in different provinces differ considerably. The authorized standard is that used by the *hu-pu*, or board of revenue.

Money, &c.—As the Chinese have no coin, except the *longtsyen*, the value of an article is estimated according to the current price of an ounce of silver; its ordinary value, therefore, is affixed to the ounce and its subdivisions in this Table. The external trade is carried on principally by foreigners; for every Chinese who obtains permission to go abroad, for commercial purposes, is obliged to return within a limited period, and is treated as an outcast if he exceeds that term. Canton is the only place in which maritime commerce exists to any extent, being the only port open to Europeans; but a considerable traffic is kept up with the Tartars and Russians upon the northern boundaries. The former give horses in exchange for coarse tea. No ships can be equipped for a trading voyage except at Canton, E-mwy and Ling-po or Ning-po, (Lim-po). They set sail for Japan in May or June, and return in October; carrying out rhubarb, jinseng, silks, catgut, sweet smelling woods, leather, cloths, and sugar, and bringing back pearls, gold, copper, sword-blades, paper, and japanned ware. The profit on this voyage is said to be cent. per cent. To Manilla the Chinese carry silks, embroidery, varnish, drugs, porcelain, and tea; while birds'-nests, (made by the *Hirundo edulis*), dye-woods, pearls, and bullion are the return. Fifty per cent. is supposed to be the highest rate of profit in these ventures. Batavia, the port to which the Chinese carry the largest cargoes, receives from them tea, porcelain, tutenague, copper, and drugs; and returns silver, tin, pepper, nutmegs, cloves, tortoise-shell, and European goods. Gold, areca, and cinnamon, are brought to Canton from Cochinchina; tin, camphor, resin, birds'-nests, ivory, and rhinoceros' horns from Malacca and Siam. Tin, lead, spices, cotton, and broad-cloths, are the most important articles carried from Europe to the port of Canton, while the tea alone, exported from thence, is more than sufficient to cover the value of

those imports. Nothing short of a very lucrative trade could induce any set of men to suffer the privations experienced by the Europeans engaged in this commerce.—Watched and restricted in every quarter, all but imprisoned, liable to perpetual insults and impositions, prohibited from trading with any except the Hong merchants, a privileged body of eight or nine individuals, debarred from access to the officers of government, except through persons over whom they have no control, their position is, in most respects, the least enviable that can be imagined. The exports from Canton are the different sorts of tea, sugar-candy, cinnamon, camphor, musk, turmeric, dragon's blood, anise-seed, rhubarb, jinseng, alum, borax, tutenague, mercury, gold, porcelain, and nankeens; and the returns are made in amber, areca-nut, assafetida, azure, Surat cottons, tin, wax, cloves, nutmegs, cocheneille, tortoise-shell, copper, gold and silver thread, ebony, sandal-wood, camphor, tobacco, ivory, coral, steel, birds'-nests, opium (a prohibited article), rabbit and otter, skins, glass, mirrors, pearls, watches, and spice. On arriving at Macao, the captain of every ship must go on shore, announce his arrival, and receive a pilot; when he has reached the Bocca Tigris, (*Bocca de Tigre*), a soldier is sent on board, who remains there till the ship has reached Wampoo, where there is a custom house. After this period, nothing but provisions are allowed to be received unexamined. The ship is unrigged, and part of its rigging is lodged on shore, under temporary sheds. In two or three days, the *kwan-pu*, or commissioner of the customs, called *ho-pu* by Europeans, comes with the Hong merchants and interpreters, and measures the ship in order to determine the duty which is to be claimed. If the deck exceed 154 *chang*, or 1,540 Chinese feet, (*che*), 7 *táhlis*, 4 *mas*, 4 *condorins*, 8 *cas*, per *chang*, is the sum levied; 6 *táhlis*, 8 *mas*, 4 *condorins* are paid by second-rate ships, exceeding 120 *chang*; below that standard, 4 *táhlis*, 7 *mas*, 8 *condorins*, 8 *cas*, per *chang*, is the charge; and a douceur of 1,350 *táhlis*, (equivalent to £650) is paid to the *ho-pu* by every foreign vessel, whatever be its tonnage. The cargo is conveyed in Chinese boats from this place to Canton, and carefully examined by the officers of every custom-house in the way. The coin necessary for the completion of the intended purchase must be sent up at the same time, and care taken to send no more than is absolutely necessary, as not a farthing which has once been landed can be reshipped. The return cargo is sent down at the expense of the Hong merchants, who apply it to the *ho-pu* for pilots, passports, &c. as soon as the ship is ready. The supra-cargoes remain

at Canton for some time, after the fleet has been despatched, in order to make their bargains for the cargoes of the next season. According to M. de Guignes's calculation, the expences incurred by a ship which measures 100 *chang* = 1,000 feet (*che*) during its detention in the river, amount to 4,766 Spanish dollars, or rather more than £1,000.

Weights.—1 tale = 19 drms. 75 pts.

avoirdupois weight of England; 16 tales = 1 catty = 1 lb. 3 oz. 12 dms. avoirdupois weight of England; 100 catties = 1 pecul = 133 lb. 5 oz. 5 dms. avoirdupois weight of England; 25 cantas of Soolo = 1 pecul of rice of 100 catties.

Measures.—The covid consists of 10 punts (long measure) = 14 $\frac{5}{8}$ inches of England.

For descriptions of the principal articles produced in China, as tea, silk, see Imports, in Part 1.

ASIA MINOR.

ASIA MINOR, the most western portion of the great continent of Asia, bounded by the Black sea on the north, the river Euphrates on the east, and on the west by the

Mediterranean, the sea of Marmora, and the Straits of the Hellespont and Bosphorus. Long. 25. 48. E. Lat. 36. 44. N.

EAST INDIES.

EAST INDIES. Under this head is comprehended all that vast tract of country which is situated to the south of Tartary, between Persia and China, as well as the islands in the Eastern sea, such as Borneo, Sumatra, Ceylon, Java, the Maldives, Celebes, Moluccas, Phillippines, &c.

The produce of Hindostan is very rich in every kind, whether it be fossil, vegetable, or animal. Besides other precious stones found in it, there is a diamond mine at the town of Soumelpûr in Bengal. Quarries of Theban stone are so plentiful in the Mogul's empire, that there are both mosques and pagods built entirely of it. Some travellers tell us, there are mines of lead, iron, and copper, and even silver. Wheat, rice, barley, and other grain, grow here in plenty, and are very good. The country abounds no less in fruits, as pomegranates, citrons, dates, grapes, almonds, and cocoa nuts; plums, those especially called mirabolans; plantains, which in shape resemble a slender cucumber, and in taste excel a Norwich pear; mangoes, an excellent fruit, resembling an apricot, but larger; ananas or pine apples; lemons and oranges, but not so good as in other countries; variety of pears and apples in the northern parts; and the tamarind tree, the fruit of which is contained in a pod resembling those of beans. There are many other kinds of fruit trees peculiar to the country. But the valuable trees are the cotton and mulberry, on account of the wealth they bring the natives from the manufactures of

calicoes and silks. They plant abundance of sugar-canes here, as well as tobacco. Hindostan affords also plenty of ginger, together with carrots, potatoes, onions, garlic, and other roots known to us, besides small roots and herbs for salads; but their flowers, though beautiful to look at, have no scent, excepting roses, and some few other kinds. There is a great variety of animals in this country, both wild and tame; of the former are elephants, rhinosceroses, lions, tigers, leopards, wolves, jackals, and the like.

A very elaborate "History of British India," by James Mill, Esq. has been published, from which the following account is taken. Mr. Pope regrets very much, that his limits will not allow him to give further extracts from it:

"Two centuries have elapsed, since a few British merchants humbly solicited permission of the Indian Princes to traffic in their dominions.

"The British power, at present, embraces nearly the whole of that vast region which extends from Cape Comorin to the mountains of Tibet, and from the mouths of the Brahmapootra to the Indus.

"The first application which was made to the British government was by a memorial, in the name of 'divers merchants,' addressed to the Lords of Council, in 1589, for the royal permission to send three ships, and as many pinnaces, on a voyage to India. They enumerated the different places at which the Portuguese had already effected settlements,

settlements, on the coast of Malabar and Coromandel, in Malacca, and in Banda and the Molucca islands, places from which it seemed to be tacitly understood, that other nations were bound to abstain. But they added, that the islands and shores of the Indian ocean presented many other places, open to the enterprise of English merchants, an intercourse with which might yield the greatest advantages.

“Towards the end of the year 1600, the efforts of the adventurers were renewed, and the consent of government was obtained to proceed in preparations for an Indian voyage, while the patent of incorporation was still under consideration. On the 31st of December the charter of privileges was obtained.

“This charter, the origin of a power so anomalous and important as that which was afterwards accumulated in the hands of the East India Company, contained nothing which remarkably distinguished it from the other charters of incorporation, so commonly in that age bestowed upon trading associations. It constituted the adventurers a body politic and corporate, by the name of ‘The Governor and Company of Merchants of London, trading to the East Indies.’”

Mr. Mill, in a subsequent volume, speaks of the East India Company in terms of high encomium, and pays a very just tribute of applause to the individuals in general acting under them.

By the laws, under this title, it will be seen that the trade to places within the Company's charter is now thrown open to private individuals, subject to certain regulations.

Cause of Liver Complaints in India.—

Most people suppose that it is the heat of the climate in the East Indies that produces so many liver complaints; this is not alone the cause—the Brazils is much hotter, yet these diseases are not by any means so frequent. It is also supposed that free living is the cause; but this is refuted by the fact that mere water drinkers will be affected, in common with wine bibbers, and dogs that go from Europe to India will, in the same profusion as numbers of men contract a disease of the liver. The opinion of the natives is, that this formidable complaint is occasioned by the quality of the water, and with this opinion we agree. People going to India should look well to this point; they should boil the water which is for drink, and then filter it.—*Medical Adviser.*

PRINCIPAL PORTS, viz.

BENCOOLEN. Bencoolen was for a few years a distinct presidency, but has been incorporated with that of Bengal. The forced culture of pepper is the professed and only object of the whole settlement, of which it yields about 1000 tons. The culture of the clove and nutmeg has been tried at Bencoolen, by Europeans, with imperfect success. Long. 102. 16. 15. E. Lat. 3. 49. 16. S. Ceded to the King of the Netherlands, by treaty in 1824. See page 561.

Moneys.—8 satalies = 1 sookoo; 4 sookoo = 1 dollar.—Accounts are kept in dollars, sookoo, and satalies; the dollar being reckoned at five shillings sterling.

BOMBAY, an island on the west coast of Hindostan, containing the city of the same name, which is the capital of all the British settlements on that side of the Peninsula. The island of Bombay is $6\frac{1}{2}$ miles long from north to south, and about 1 mile broad near the fort. The two small islands of Henery and Kenery are situated at the entrance of the harbour. The city of Bombay is about a mile in length, and a quarter of a mile in breadth. Distant from Surat 177 miles S.W. 620 N.W. of Seringapatam, 770 from Madras, and 1300 from Calcutta. Long. 72. 38. E. Lat. 18. 58. N.

Moneys.—100 rees = 1 quarter: 4 quarters = 1 rupee. In which moneys accounts are kept at Bombay. The Coins are:—2 reas = 1 urdee: 4 reas = 1 dooganey, or single pice: 6 reas, or 3 urdees = 1 doreea: 8 reas, or 4 urdees = 1 fuddea, or double pice: $5\frac{1}{8}$ fuddeas or pice = 1 anna: 4 annas or $12\frac{1}{2}$ pice = 1 quarter rupee: 8 annas or 25 pice = 1 half rupee: 16 annas or 50 pice = 1 rupee: 5 rupees or 80 annas = 1 paunchea: 15 rupees = 1 gold mohur. The rea, the anna, and quarter rupees, are imaginary coins, all the rest are real. The Bombay current rupee = 2s. 4d. British sterling; by the intrinsic value of which those of other coins can be ascertained: but the price frequently fluctuates, according to the course of exchange, and according to the plenty or scarcity of bills; [see *Tables in p. xl.*]

Weights.—*Weights at Bombay, viz.*—30 pice = 1 seer = 14 oz. 15 drs.: 40 seers = 1 maund = 37 lb., 7 oz. 6 drs.: 20 maunds = 1 candy = 6 cwt. 2 qrs. 21 lb. 4 oz. 2 drs. avoirdupois weight of England: 100 baskets or 1 anna of salt = $2\frac{1}{2}$ tons English: 16 annas or 1 rash of salt = 40 tons English.

Weights at Bombay, viz.—30 pice

2 N 7 = 1 seer

= 1 seer = 11 oz. 1 dr.: 40 seers = 1 maund = 28 lb.; 20 maunds = 1 candy = 6 cwt. avoirdupois weight of England.

Measures.—Corn Measure.—2 tiprees = 1 seer: 4 seers = 1 adowley or pily: 16 adowlies = 1 parah: 8 parahs = 1 candy.

Batty Measure.—2 tiprees = 1 seer; $7\frac{1}{2}$ seers = 1 adowley: 20 adowlies = 1 parah: $6\frac{1}{4}$ parahs = 1 candy: 4 candies = 1 moora. A bag of rice weighs 6 maunds or 168 lb. avoirdupois of England.—A candy is equal to about $23\frac{1}{2}$ bushels English.—The haut or cub (long measure) is 18 inches, and the guz 28 inches English; but the English yard of 36 inches is in common use at Bombay.—Piece goods and a few other articles are sold by the corgé of 20 pieces.

CALCUTTA, a city of Bengal, and the capital of all the British possessions in Hindostan. The commerce of Calcutta is very great in salt, sugar, opium, silks, and muslins. The factory of Calcutta was, in 1693, dignified, in compliment to King William, with the title of Fort William. Opposite to the town there is good anchorage for ships of 500 tons burden, but the larger vessels are obliged to stop at Diamond harbour, about 50 miles down the river. There are several docks for building ships, and its trade amounts to nearly ten millions per annum. Long. 88. 28. E. Lat. 22. 34. N.

Moneys.—4 cowries = 1 gunda: 20 gundas = 1 punn: 16 punns = 1 cabaun: 12 pice = 1 anna: 16 annas, or 32 punns = 1 current rupee: 100,000 rupees = 1 lack: 10,000,000 rupees = 1 crore. Accounts are kept in current rupees, annas, and pice; but the East India Company keep their accounts in sicca rupees, annas, and pice. The current rupee is reckoned at 2s. sterling, and the sicca rupee at 2s. 6d.

For sterling value of other Coins see Tables in p. xl.

Weights.—The Bengal factory maund and its fractional parts reduced into English avoirdupois weight:

16 chittack = 1 seer, avoirdupois	lb. oz. drs.
.....	= 1 13 13
6 seers = 1 maund	= 74 10 10
20 seers	= 37 5 5
5 seers	= 9 5 5
3 seers	= 5 9 9
1 seer	= 1 13 13
8 chittacks	= 0 14 14

The Bengal Bazaar maund is 10 per cent. better than the factory = 82 2 2

Gold and Silver are weighed by the dhan or grain of 4 punkhos; 25 grains, 1 anna; 32 grains, 1 massa; $12\frac{1}{2}$ massa, 1 tolah, or 16 annas; and 1328 massa, 1 gold mohur = 7 dwts 22 grains.

Measures.—The khahoon of 16 soallee by which grain is sold = 40 maunds. Liquids are sold by the chatack of 5 sicca

rupees weight; 16 chatacks = 1 pouah; 4 pouahs = 1 seer; 40 seers = 1 maund. The haut or cubit of 8 gheria, cloth measure, is 18 inches; and the guz is 36 inches, or 1 yard English.

CEYLON, a large island in the Indian sea, separated from the coast of Coromandel by a channel, called the Straits of Manaar. Its general outline resembles the shape of a pear; its extreme length is about 300 miles, and its breadth 140. Oranges, lemons, water-melons, and cocoa-nuts are plentiful, as also pepper, coffee, and a species of the tea tree. There are some beautiful hard woods of close texture, well adapted for ornamental works; but the most valuable of all the Ceylonese plants is the cinnamon tree, of which the natives enumerate ten species, five of which only are esteemed fit for use. The principal supply of the spice is obtained from those plantations which lie in a tract of country 10 or 15 miles long, near Columbo. The cinnamon itself is the bark of the tree, and a dry soil and frequent rain are required to produce the finest kinds, which is of a light brown colour, little exceeding the thickness of royal paper. Its growth is restricted to certain parts of the island; in others it does not appear. Population 1,500,000. Long. 79. 82. E. Lat. 6. 10. N.

As to new Regulations of Trade, by Order in Council, dated April 30, 1827, see "Mauritius," page 560.

FORT WILLIAM. See Calcutta.

MADRAS, a celebrated city and fortress of the south of India, and the capital of the British possessions in that quarter. Madras carries on a considerable trade, not only with Europe, but with China, Ceylon, Pegue, the isle of France, New Holland, and different parts of India. The climate of Madras is very hot, but not unhealthy, unless when persons expose themselves to the sun, and drink spirituous liquors. Long. 80. 25. E. Lat. 13. 5. N.

Moneys.—5 Cash, or 10 cash = 1 doodee: 20 cash = 1 pice: 80 cash = 1 fanam: 192 pice, or 12 annas = 1 arcot rupee: 42 fanams = 1 star, or current pagoda: 4 star pagodas = 1 mohur, or gold rupee. Accounts are kept in pagodas, fanams, and cash. The pagoda in gold is valued at between 7s. or 8s. sterling.

For sterling value of other Coins see Table in p. xl.

Weights.—A candy, consisting of 20 maunds = 500 lb. avoirdupois of England. The maund = 25 lb. avoirdupois of England.

Measures.—The garce of 80 parrahs, or 400 marcales (grain and dry measure) = 300,000 English cubic inches.—The marcal contains 8 measures, and the measure or puddy

puddy 8 oillocks = 750 English cubic inches. —When grain is sold by weight 9256½ pounds are allowed to a garce. —The measures of England are used for wine and spirits. —In the Mysore country the measures for rice are, viz. —Morah is 40 pucca seers = 80 lb. avoirdupois: batty is 60 pucca seers = 120 lb. avoirdupois. —1 garce is 521, 44 pucca seers = 10,429 avoirdupois —1 candy = 560 avoirdupois. —The coid, cloth measure, is 18 inches; but the English yard of 36 inches is generally used.

MALACCA has a good roadstead for large ships, about a mile and a half from the place; but the entrance of the river by boats is intricate and difficult. The imports are opium, piece goods, silks, and dollars; and the exports chiefly tin, pepper, sago, canes, elephants' teeth, and some gold dust.

SUMATRA, a large island in the Eastern seas, the most western of that immense collection of islands which are so thickly scattered over the ocean from the coasts of New Holland and New Guinea, to the coast of China on the east, and westward to the Malayan peninsula. It is divided obliquely by the equator into almost equal parts, and its general direction is north-west, and south-east. The one extremity is in lat. 5. 56. N. and the other 5. 56. S. In respect to relative position, its northern point stretches into the bay of Bengal; its south-west coast is exposed to the great Indian ocean; towards the south it is separated by the straits of Sunda from the island of Java, on the east, by the commencement of the Eastern and China seas, from Borneo and other islands: and on the north-east by the straits of Malacca, from the Malayan peninsula. Its length may be estimated at 1050 miles by 165 miles the average breadth. Among the eastern people generally, and the better informed of the natives, this island is known by the names of Pulo Parichu and Indalas; the origin of the term Sumatra is uncertain. By Marco Polo it is called Java Minor.

The most important article of cultivation in Sumatra, as indeed generally throughout the east, is rice, of which there are many different species, distinct in shape, size, and colour of grain, modes of growth, and delicacy of flavour.

Of the productions which are regarded

as articles of commerce, the most abundant is pepper, of which large quantities used formerly to be exported by the East India Company. But this trade is now reduced to one solitary cargo of the annual value of about £15,000. The white pepper is made by bleaching the grains of the common sort, by which it is deprived of its exterior pellicle. This article takes little damage by submersion in the sea water.

MADAGASCAR, an island of Africa, situated at some distance from the eastern coast, and one of the most remarkable in the world for extent and fertility. It extends from 12. 2. to 25. 40. of S. lat. It is consequently about 840 miles in length from north to south, and its breadth from east to west is about 220. Its products are rice, sugar, silk; also potatoes. The cocoa nut, the banana, and other useful trees, flourish here; to which are added a number of species peculiar to the island. Some state the population at 1,600,000; others at 4,000,000.

MAURITIUS, or the ISLE OF FRANCE, an important island in the Indian sea, situated about 600 miles to the east of Madagascar. Some of the trees are very valuable, particularly the black ebony, esteemed the most solid, close, and shining of any in the world. The exports consist of coffee, a great part of which is produced in Bourbon, and which ranks next to that of Mocha; cotton, superior to any in India; indigo, some of which is excellent; raw sugar and cloves. The havens are two, Port Louis, or North-west Port, and Bourbon; but the latter, being situated on the windward part of the island, is little frequented. North-west Port is the capital of Mauritius, the entrance of which is rather intricate. Here ships may obtain all the repairs and refreshments of which they stand in need. The south-west point of the island is in Long. 57. 16. E. Lat. 20. 27. S. The north-east point is in Long. 57. 35. E. Lat. 19. 53. S.

The population of the island of Mauritius in the year 1822, according to the census officially published, was as follows:

Whites	10,359
Free Blacks	13,475
Slaves	63,769

87,603

Mauritius placed on the same Footing as British West Indies.—Exceptions.

All goods, the growth, produce, or manufacture of the island of Mauritius, and all goods which shall have been imported into the said island, and which shall be imported into any part of the United Kingdom of Great Britain and Ireland, or into any possessions of His Majesty, shall be liable, upon such importation into the United Kingdom, or into any such possessions respectively, to the payment of the same duties, and shall be sub-

ject to the same regulations, as the like goods, being of the growth, produce, or manufacture of His Majesty's islands in the West Indies, and imported into the United Kingdom, or into any such possessions respectively, would on such importation be liable to the payment of, or would be subject unto; and upon the exportation of any goods from the United Kingdom to the island of Mauritius, such goods shall be liable to the same duties, and shall be entitled to the like drawbacks respectively, as would or ought by law to be charged or allowed upon the like goods exported from the United Kingdom to any of His Majesty's islands in the West Indies; and all goods which shall be imported into or exported from the island of Mauritius, from or to any place whatever, other than the United Kingdom of Great Britain and Ireland, shall, upon such importation or exportation, be liable to the payment of the same duties, and be subject to the same regulations, (a) so far as any such regulations can or may be applied, as the like goods would be liable to the payment of, or would be subject to, upon importation or exportation into or from any of His Majesty's islands in the West Indies; and all vessels whatever, which shall arrive at or depart from the island of Mauritius, shall be liable to the payment of the same duties, and be subject to the same regulations as such vessels would be liable to the payment of, or would be subject to, if arriving at or departing from any of His Majesty's islands in the West Indies. 6 Geo. 4. c. 114. § 44.

(a) By order in council, dated April 30, 1827, it is ordered, that the trade and commerce of His Majesty's settlements and territories of His Majesty's Islands of Maritius and Ceylon with the respective dependencies thereof, shall, from the arrival of this present order within any of the said several settlements, territories, and islands, be regulated in the manner following, that is to say, all such laws, rules, orders, and regulations as were in force within the settlements, territories, and islands aforesaid, or any of them, for the regulation of the trade and commerce thereof, upon the first day of July, in the year 1825, shall, until further order be made by His Majesty in this behalf, revive, and continue, and be of full force within the several settlements, territories, and islands aforesaid, respectively, and if any goods be imported or exported in any manner contrary hereto, such goods, together with the ship importing or exporting the same, shall incur and become liable to such forfeiture as in the act 6 Geo. 4. c. 114. [p. 596—614], mentioned in that behalf; provided always that nothing herein contained shall extend to contravene, vary, alter, or in anywise affect the said act of parliament so far as the same hath made express provision respecting the trade to and from the said island of Mauritius, or respecting the exportation of sugar or wine from any British possession within the limits of the East India Company's charter, nor so far as the said act of parliament hath expressly mentioned or referred to the trade of any of His Majesty's possessions within the limits aforesaid; provided also that nothing in this present order contained shall extend to contravene, vary, alter, or in anywise affect two other acts of parliament passed in the sixth year of His Majesty's reign, intituled respectively, "An Act for the Encouragement of British Shipping and Navigation," [p. 1.] and "An Act for the Registering of British Vessels" [p. 339], or any other act passed in amendment of any of the acts hereinbefore mentioned; provided also that nothing in this present order contained shall be construed to revoke, abrogate, or anywise alter, certain orders of His Majesty in council respecting the trade of France and of the United States of America respectively, bearing date the first of June, 1826, and the 27th of July, 1826, and the 16th of December, 1826; or to infringe or interfere with any treaties of commerce or navigation entered into by His Majesty with any foreign state or power.

EAST INDIES—GENERAL REGULATIONS.

Limits of Trade. The East India Company shall enjoy the exclusive trade, and the only privilege of trading in, to, and from the East Indies, and in, to, and from all the islands and places between the Cape of Good Hope and Straits of Magellan, and limits in 9 Will 3. or in a certain charter of the 5th of September, in the 10th year of the same King mentioned, in as ample and beneficial manner as the company could thereby or otherwise lawfully trade thereto, subject nevertheless to the several regulations of that act. 33 Geo. 3. c. 52. § 71.

Certain persons herein are allowed to freely traffic “and use the trade of merchandize in such places, and by such ways and passages, as are already frequented, found out, or discovered, or which shall be found out and discovered, and as they severally shall esteem and take to be the fittest or best for them, into and from the East Indies, in the country and parts of Asia and Africa, and into and from the islands, ports, havens, cities, creeks, towns, and places of Asia, Africa, and America, or any of them, beyond the Cape of Bona Esperanza, to the Straits of Magellan, where any trade or traffic of merchandize is or may be used or had, and to and from every one of them.” 9 & 10 Wm. 3. c. 44. § 61.

The term “Limits of the East India Company’s charter” shall be construed to mean all places and seas eastward of the Cape of Good Hope to the Straits of Magellan. 6 Geo. 4. c. 107. § 115.

Acquisitions. The territorial acquisitions mentioned in 33 Geo. 3. c. 52. together with such of the territorial acquisitions since obtained upon the continent of Asia, (a) or in any islands, situate to the north of the equator, as are now in the possession of, and under the government of, the East India Company, with the revenues thereof respectively, shall continue in the possession and under the government of the company, subject to such authorities, for the superintendence over all concerns which relate to the civil or military government or revenues of the said territories, and to such further regulations, as have been already made by any act of parliament in that behalf, or are made by this act, for a further term, to be computed from the 10th April, 1814, until the same shall be determined by virtue of the proviso hereinafter contained. 53 Geo. 3. c. 155. § 1.

Exclusive Trade with China, and Trade in Tea.—Former Acts. The sole and exclusive right of trading in, to, and from the dominions of the Emperor of China, and the whole, sole, and exclusive right of trading in Tea, in, to, and from all islands and places between the Cape of Good Hope, and the Straits of Magellan, in such manner as the same rights now are or lawfully may be exercised or enjoyed by the said company,

(a) “Whereas by a treaty concluded between His Majesty and the King of the Netherlands, on the 17th March, 1824, the King of the Netherlands has agreed, that all his establishments on the Continent of India, and also the town and fort of Malacca, and its dependencies, shall be ceded to His Majesty; and it is by the said treaty further stipulated, that the factory of Bencoolen, and all the English possessions in Sumatra, shall be ceded to His Majesty the King of the Netherlands:” it is therefore enacted, that the said islands of Singapore, and also all the colonies, possessions, and establishments, ceded to His Majesty by the said treaty, shall be transferred to the East India Company, and holden by the said company in such and the same manner, and subject to the same provisions, as the factory of Bencoolen, and the possessions in the island of Sumatra, were vested in and holden by the said company immediately before the conclusion of the said treaty. 5 Geo. 4. c. 108. [For this treaty see page 504.]

by virtue of any act or charter now in force, but not further or otherwise; and all the things whatsoever, granted to or vested in the company by the said act, (a) during the term limited by the said act of the parliament of Great Britain, and all other the things in the said act, or in any other act whatsoever, which are limited to continue during the term granted to the company by the said act, so far as any of them are in force, and not repealed by, or repugnant to, this act, *shall continue and be in force during the further term hereby granted to the said company*; subject to such alterations therein as may be made by any of the enactments in this act contained. § 2.

When Company's Term and exclusive Trade to cease. At any time upon three years' notice to be given by parliament after the 10th April, 1831, and upon payment made to the said company of any sum or sums of money which, according to the provisions of 33 Geo. 3. c. 47. (b) shall, upon the expiration of the said three years, become payable to the company, according to the true intent and meaning of the said act, then and thenceforth, and not before, the term hereby granted to the company, and all right, title, and interest of the said company to or in any exclusive trade continued to the said company under the provisions of this act, shall cease. § 3.

Proviso. Nothing in the said proviso last hereinbefore contained, or in any proviso in 9 Will. 3. or in the said charter of the 5th of September in the 10th year of his reign, or in any other act or charter, shall extend to determine the corporation of the said company, or to hinder the company, or their successors, from carrying on at all times after such determination of their exclusive trade, a free trade, in, to, and from the East Indies, and limits in the said last-mentioned act or charter, with their joint stock in trade, in common with other the subjects of His Majesty. § 4.

What a due Notice. Any notice in writing, signified by the speaker of the house of commons, by order of the house, shall be adjudged a due and proper notice by parliament. § 5.

Former Acts repealed. So much of 53 Geo. 3. c. 155. as authorizes His Majesty's subjects to carry on trade and traffic to and from the places within the limits of the company's charter, with all the provisions in the same act for the regulation of such trade, and for the disposition in the United Kingdom of all articles manufactured of silk, hair, or cotton wool, or any mixture thereof, imported under the authority of the said act from any place within the limits of the company's charter: and the whole of the 54 Geo. 3. c. 34., 55 Geo. 3. c. 116., 57 Geo. 3. c. 36., 59 Geo. 3. c. 122., and 1 & 2 Geo. 4. c. 65., are hereby *repealed*, except as to such voyages and adventures as shall have been actually commenced under the authority of the same acts; and except as to any suits or actions which may have been commenced, and are now depending, relative to the provisions hereby repealed. 4 Geo. 4. c. 80. § 1.

In what Ships, and to what Places, Trade may be carried on, either with His Majesty's Dominions, or with Countries at Amity. It shall be lawful for any of His Majesty's subjects, in vessels registered and navigated according to law, to carry on trade and traffic in any goods, *except Tea*, (c) as well directly as *circuitously*, between all places belonging either to His

(a) In the original, *the Irish Act* of 33 Geo. 3. is here referred to. The regulations relative to the East India Trade now apply equally to Ireland as to Great Britain.

(b) Intituled, "An Act for placing the Stock called the *East India Annuities* under the Management of the Governor and Company of the Bank of England, &c."

(c) See Note in p. 564.

Majesty, or to any prince, state, or country at amity with His Majesty, and all places whatsoever situate within the limits of the charter of the company, *except the dominions of the Emperor of China*; and also from port to port, and from place to place, within the same limits, except the said dominions of the Emperor of China, under such rules as are hereinafter mentioned. § 2.

How Company may Trade. It shall be lawful for the company to carry on any trade and traffic which His Majesty's other subjects may carry on under the authority of this act. § 3.

Trade to and from Countries without Limits of Company's Charter. Nothing herein shall extend to permit the importation into the United Kingdom, or into any colony or possession of His Majesty, without the limits of the charter of the East India company, of any goods, the produce of countries *without* such limits, which cannot now be legally imported from such countries respectively into the United Kingdom, or into such colonies or possessions of His Majesty, nor to permit the exportation from the United Kingdom, or from such colonies or possessions, to any countries *without* such limits of any goods which cannot now be legally carried from the United Kingdom, or from such colonies or possessions to such countries. § 4.

Military Stores. It shall not be lawful for any person to carry any military stores to any place upon the continent of Asia, between the river Indus and the town of Malacca on the peninsula of Malacca inclusive, or to the said company's factory of Bencoolen, in the island of Sumatra, or its dependencies, save only the company, or such as shall obtain their special leave and licence in writing, or a special leave and licence in writing under their authority for that purpose. § 5.

Vessels not to proceed to certain Places out of Limits without Entry or Licence. It shall not be lawful for any vessel, other than a vessel of the company, to proceed from any place *without* the limits of the said company's charter, to any place on the continent of Asia, between the river Indus and the town of Malacca inclusive, other than the company's principal settlements of *Fort William, Fort Saint George, Bombay, and Prince of Wales Island*, until after such vessel shall have been admitted to entry at some one of the said four principal settlements, without a special licence in writing from the court of directors of the company. § 6.

Directors not granting Licence for Trading to certain Ports. As often as any application shall be made to the court of directors for a licence, specially authorising any vessel to proceed to any place upon the continent of Asia, from the river Indus to the town of Malacca inclusive, other than the said four principal settlements, the court of directors shall, within fourteen days from the receipt thereof, unless they shall think fit to comply therewith, transmit the same to the board of commissioners for the affairs of India, together with any representation which the court may think proper to make upon the subject of such application; and in case the board of commissioners shall think fit to direct the court of directors to issue such licence, the court of directors are hereby required forthwith to issue the same, upon such conditions as the board of commissioners shall from time to time think fit: provided always, that in all cases in which the board of commissioners shall direct the court of directors to issue any such licence, which they shall have declined to issue without such direction, the special circumstances inducing them to give such direction, shall be recorded in the books of the board. § 7.

How Directors may declare fresh Principal Ports. It shall be lawful for the court of directors of the East India Company, with the consent

and approbation of the commissioners for the affairs of India, to declare that any other places on the continent of India, between the Indus and the town of Malacca, or in any island in the East Indian seas, under the government of the company or of His Majesty, shall be considered, for the purposes of this act only, as one of the principal settlements of the company, and such places shall be so considered accordingly. § 8.

Trade with China, or in Tea. Nothing herein shall authorise any of His Majesty's subjects, other than the company, or persons properly licensed by them, to carry on trade or traffic with the dominions of the Emperor of CHINA, or to export or import from or to any places within or without the limits of the company's charter, any *Tea*, or in any manner to trade or traffic in tea. (a) § 9.

Into what Ports of the United Kingdom Goods may be Imported. It shall not be lawful to import any goods from any place within the limits aforesaid, into any port (b) of the United Kingdom, except only such as shall be provided with warehouses, together with wet docks or basins, or such other securities as shall in the judgment of the said commissioners of the treasury, in Great Britain and Ireland respectively, be fit and proper for the deposit and safe custody of all such goods, as well as for the collection of all duties payable thereon, and shall have been duly declared so to be, by the order of His Majesty in council in Great Britain, or by order of the Lord Lieutenant in council in Ireland: provided, that copies of all such orders shall have been published three times at least in the London or Dublin Gazette, as the case may be; and copies of all such orders shall be laid before both houses of parliament in the session next after the issuing of the same respectively. § 10.

Lists of Persons and Arms to be made out before Clearing of Vessels Outwards. It shall not be lawful for any vessel engaged in trade under the authority of this act, other than the ships of the company, to clear out from any place belonging to His Majesty, or to any prince, state, or country in amity with His Majesty, where any consul or vice consul of His Majesty shall be resident, for any place under the government of His Majesty or of the company, situate more to the northward than eleven degrees of south latitude, and between the sixty-fourth and the one hundred and fiftieth degrees of east longitude from London, until the master of such vessel shall have made out and exhibited to the collector of customs, or other person duly appointed, or to His Majesty's consul or vice consul resident at such place of clearance (as the case may be), a true and perfect list in such form as has been settled in virtue of former acts, or shall from time to time be settled by the court of directors, with the approbation of the board of commissioners for the affairs of India, specifying the names, capacities, and descriptions of all persons embarked or intended to be embarked on board such vessel, and all arms on board or intended to be put on board the same; and when any such vessel shall have been admitted to entry at any such place within the limits aforesaid,

(a) See page 573.

(b) By orders in council, of the following dates, the ports undermentioned have been accordingly declared fit for such purposes, viz.

BELFAST.....	19th April, 1824.
BRISTOL	13th August, 1817.
CORK }	19th April, 1824.
DUBLIN }	
GREENOCK, and }	9th March, 1815.
PORT-GLASGOW }	
HULL.....	16th February, 1815.
LEITH.....	31st October, 1818.
LIVERPOOL	16th December, 1814.

the master of such vessel shall in like manner make out and exhibit to the principal officer of customs, or other person thereunto authorised, a true and perfect list, in form to be settled as aforesaid, specifying the names, capacities, and descriptions of all persons on board, or who shall have been on board such vessel from the time of the sailing thereof to the time of arrival, and of all arms on board, or which shall during that time have been on board such vessel, and the several times and places at which such of the persons as may have died or left such vessel, or such of the arms as may have been disposed of, or have been disposed of. § 11.

Malta and Gibraltar. All goods imported under the authority of this act into the island of Malta or its dependencies, or into the port of Gibraltar, from any places within the limits of the company's charter, may be re-exported from the said island or places to the United Kingdom, and imported into any of the ports where such goods may be lawfully imported, in like manner and subject to all such regulations, as if such goods were imported directly from the place of their growth, production, or manufacture. § 13.

Duties of Customs on Importation of Goods into America and the West Indies. There shall be paid unto His Majesty, upon the importation of any goods the produce or manufacture of any country within the limits of the company's charter, into His Majesty's possessions in America and the West Indies, from any place, *not being a place in the United Kingdom*, the same duties which are payable on such goods respectively, if imported into such possessions from the United Kingdom. § 14.

Commanders of Vessels unlawfully taking Persons on board, or giving false Lists of Passengers. If any commander or other officer of any vessel engaged in trade under the authority of this act, shall knowingly and wilfully take on board, or connive at the taking on board any person, or exhibit any false or incomplete list of the persons embarked or intended to be embarked on board of his vessel, contrary to the true meaning of 53 Geo. 3. c. 155. [page 562], or of this act, every such commander or officer who shall offend therein, shall forfeit for every offence £100; one-half part of which penalty shall belong to such person or persons as shall inform or sue for the same, and the other half part to the said united company; and if the said united company shall inform or sue for the same, then the whole of the said penalty shall belong to the said company. § 18.

Ships Registered in India. Whereas by an act passed in the present session of parliament, intituled *An Act for the Registering of Vessels*, (a) provision is made for registering vessels in territories, countries, islands, and places under the government of the East India Company; it is therefore enacted, that all vessels so registered shall have all the privileges of trade which vessels registered in any other possession of His Majesty have by virtue of the said act or of any other law in that behalf, and shall be subject to the like regulations and provisions as such vessels registered in other possessions of His Majesty are subject to, and to none other, save as hereinafter provided with respect to the crews of such vessels. § 19.

How far Lascars and Natives of India not British Sailors — Breaking out of War. No Asiatic sailors, lascars, or natives of any of the territories, countries, islands, or places within the limits of the charter of the East India Company, although born in territories, countries, islands, or places under the government of His Majesty, or of the East India Company, shall at any time be deemed to be British sailors, seamen, or

(a) This act has since been repealed, and the one in page 339 substituted.

mariners within the intent and meaning of any act of parliament relating to the navigation of British ships by subjects of His Majesty, for the purpose of entitling any vessel to be deemed to be a British ship navigated according to law, and to have the privileges and advantages of British ships having the master and three-fourths of the mariners British subjects: provided also, that it shall be lawful for His Majesty, by his royal proclamation, upon or after the commencement of any hostilities to permit all merchant ships or any other trading vessels, and all privateers to be manned wholly, or in any such proportions as shall be specified in any such proclamation, with such Asiatic sailors, lascars, or natives, for such periods as shall be specified in any such proclamation. § 20.

Proportion of British Seamen to Tonnage of Ships. “Whereas lascars and other natives of the East are not deemed to be equal in strength and use to European or other seamen, and the requiring the proportion of three-fourths of British seamen in ships having as part of the crew lascars and natives of the East, would compel such ships to carry a larger number of British seamen than other ships, or to employ a smaller number of lascars and natives of the East than would be sufficient to make a proper crew;” it is therefore enacted, that any vessel duly registered, manned in part with lascars or natives of India, which shall be commanded by a British master, and navigated by four British seamen, as part of the crew for every hundred tons of her registered burthen, and so in proportion for any part of a hundred tons, shall be deemed to be navigated according to law as to the crew of any such vessel, although the number of such British seamen shall not be equal to the proportion of three-fourths of the whole crew of such vessel. § 21.

How Vessels may be Licensed to sail from India in Cases where the usual Proportion of Seamen cannot be had. “And whereas it may not always be possible to procure the due proportion of British seamen at ports in India, for vessels sailing from India;” it is therefore enacted, that it shall be lawful for any of the governments of the East India company in India, or for any governor or lieutenant governor of any colony, territory, or island belonging to His Majesty, within the limits of the said charter, and they are hereby required, on application made by the owner or commander of any vessel, and after having ascertained by due inquiry that a sufficient number of British seamen cannot be procured for the crew of any vessel sailing from India, within ten days from such application, to certify the same, and license such vessel to sail and carry on her voyage with a less proportion of British seamen than required by law; and every such ship, having on board such licence, and the proportion of British seamen therein specified, shall be deemed to be navigated according to law, notwithstanding such deficiency of British seamen. § 22.

Number of Seamen on board Vessels in Trade between Port and Port. Nothing in this or in any other act of parliament shall extend to require any number of British seamen to be on board as part of the crew or mariners of any vessel employed in trade only between places within the limits of the charter of the said company, including the Cape of Good Hope. § 23.

Former Act repealed as to Lascars. From and after 1st June, 1824, all the provisions in 54 Geo. 3. c. 134. relative to Asiatic sailors, lascars, or natives of any territories, countries, or places within the limits of the charter of the company, are hereby *repealed*, except as to the recovery of any sum of money which has become or may become due on any bond which may have been or ought to have been entered into before the said day, or of any sum of money which has otherwise become or may become due by virtue of the said act, before the said day. § 24.

How Governor of Fort William may make Rules with respect to Masters and Crews of Vessels. The governor general of Fort William in Bengal, in council, is hereby required, as soon as may be, to make, and publish, and from time to time, as occasion may require, to repeal and alter, and newly to make and publish such regulations, to be observed by masters, officers, and owners of vessels trading under the authority of this act, the crews of which vessels shall be wholly or in part composed of Asiatic sailors, lascars, or natives of any of the territories, countries, islands, or places within the limits of the charter of the company, for the due supply of provisions, clothing, and other necessary accommodation of such Asiatic sailors, lascars, and natives, whilst they shall be on board such vessels, and whilst absent from the countries or places to which they shall respectively belong, and until they shall be carried back to the places to which they may belong, or whence they may have been brought, and for the conveyance back of such Asiatic sailors, lascars, or natives, within a reasonable time to be fixed by such regulations. § 25.

How such Rules to be observed. All such regulations, until they shall be repealed or altered, shall be observed and performed in like manner as if they had formed part of this act; and a copy of every such regulation, signed and authenticated as such by the secretary of the government of Bengal, or by the secretary of the company, shall be received in and by all courts, justices, and other persons, as full evidence of such regulations. § 26.

List of Lascars, &c. upon Arrival in United Kingdom. The master of every vessel trading under the authority of this act, which shall arrive at any port in the United Kingdom of Great Britain or Ireland, and which shall have on board, or which during any part of her voyage shall have had on board, either as part of her crew or in any other character, or for any other reason, any Asiatic sailor, lascar, or native of any of the territories, countries, islands, or places within the limits of the charter of the company, before such vessel shall be admitted to entry, shall make out and exhibit to the principal officers of customs, or other person thereunto lawfully authorized, a true and perfect list and description of every such Asiatic sailor, lascar, or native, which shall then be, or who during any part of her voyage shall have been on board such vessel, with a true account and statement what shall have become of every such Asiatic sailor, lascar, and native aforesaid, who may have been and shall not then be on board. § 27.

Breach of Regulations as to Lascars, &c. For every breach or non-observance of any regulation to be made in pursuance of this act, in relation to Asiatic sailors, lascars, or natives aforesaid, which shall have happened, and for every omission to make out and exhibit such list, description, account, or statement of all such Asiatic sailors, lascars, or natives, the master and every owner of the vessel on board which any such Asiatic sailor, lascar, or native shall be or shall have been, shall forfeit £10 for every Asiatic sailor, lascar, or native aforesaid, in respect of whom such breach, non-observance, omission, or defect, shall have happened. § 28.

Lascars, &c. convicted of Vagrancy. "And whereas it may happen that Asiatic sailors, lascars, and natives aforesaid, may refuse to accept the maintenance to be provided for them under the regulations before referred to, or to return home in the vessels which may be engaged for that purpose;" it is therefore enacted, that if any such Asiatic sailor, lascar, or native, shall at any time be convicted of an act of vagrancy, under any of the laws in force in the United Kingdom respecting vagrants,

it shall be lawful for the justice or magistrate before whom such conviction shall take place, to order that he shall be shipped on board any vessel bound to the place, or as near as may be to the place to which he shall belong, or from which he shall have been brought, and the commander of which shall be willing to take charge of him in order to his being returned thereto, at the expence of the persons liable under any regulation to be made as before mentioned, or of any other person being otherwise willing to defray the same; and it shall be lawful for the commander of any such vessel having taken charge of such vagrant, and he is hereby required, to detain him on board his ship for the voyage for which he shall be shipped. § 31.

When Actions to be commenced. If any action or suit be commenced against any person for any thing done in pursuance of this act, such action or suit shall be commenced or prosecuted within three months after the fact committed, and not afterwards. § 33.

How Company may supply Necessaries for distressed Lascars, &c. brought to this Country. If any Asiatic sailor, lascar, or native of any of the territories, countries, islands, or places, within the limits of the charter of the company, having been brought to the United Kingdom on board any vessel not being a ship of war in the service of His Majesty, shall be found within the United Kingdom in distress for want of food, clothing, or other necessaries, it shall be lawful for the company to supply necessary and reasonable relief to such persons, and to maintain them until they shall be sent on board some ship bound for some place within the limits aforesaid; and also to advance the money necessary to procure such persons proper and sufficient passage to their homes or places from which they were brought; and all such sums as the company shall pay for or on account of such relief or maintenance, or passage home, shall constitute and become a joint and several debt due to the company from the commander or owners of such ship, on board whereof such persons shall have been brought into the said United Kingdom, and shall be recoverable as so much money paid for the use of such owners in any of the courts of the United Kingdom, or in the East Indies, if the owner shall reside there, in which actions or suits for the recovery of debts may be sued or prosecuted; and in all such actions and suits, where the said company shall recover, they shall be entitled to receive full costs of suit. § 34.

Security. No company or particular persons, who shall have a right, in pursuance of this act, to trade to the East Indies, or other the parts within the limits aforesaid, shall be allowed to trade thither, until sufficient security be first given to the customs that such company, or particular persons, shall cause all the goods which shall at any time hereafter, during the continuance of this act, be laden for them, in any ships whatsoever, bound from the East Indies, or parts aforesaid, shall be brought (without breaking bulk) to some port of England, (a) and there put on land (the danger of the seas, enemies, pirates, constraints of princes and rulers, and barratry of seamen, excepted); and in case there be any difficulty or dispute in the acceptance of any such security, such difficulty and dispute shall be determined by the lord chief baron, and other the barons of the coif of the exchequer, and all goods belonging to the East India Company, or any other traders to the East Indies, and which shall be imported into England as aforesaid, shall by them respectively be sold openly and publicly by inch of candle (b) upon their respective accounts,

(a) See pages 572 and 573.

(b) By 53 Geo. 3. c. 155. § 22. so much of 9 Will. 3. as requires that goods of private trade should be sold by inch of candle is repealed.

and not otherwise, upon pain that the same, or the value thereof, shall be forfeited. 9 & 10 Will. 3. c. 44. § 69.

Ships in Private Trade not to go within certain Limits without a Licence from the Directors.—For certain Places a special Licence to be granted.—Applications for Licences.—When Licences to be granted. No vessel engaged in private trade under the authority of this act shall proceed to any place within the limits of the company's charter situate on the continent of Asia, from the river Indus to the said town of Malacca inclusive, or in any island under the government of the company lying to the north of the equator, or to the said company's factory of Bencoolen or its dependencies, without a licence to be granted for that purpose from the court of directors of the company; and no such vessel, unless *specially* authorized as hereinafter mentioned, shall proceed to any place within the limits last-mentioned, except to some of the principal settlements of Fort William, Fort St. George, Bombay, and Prince of Wales's Island: and when any application shall be made to the court of directors for a licence on behalf of any such vessel about to proceed from the United Kingdom to any of the company's principal settlements, the company shall forthwith issue their licence for that purpose, according to such form as shall hereafter be settled by the court of directors, with the approbation of the board of commissioners for the affairs of India: and when any application shall be made to the court of directors for a licence specially authorizing any such vessel to proceed to any place upon the continent of Asia, from the river Indus to the town of Malacca inclusive, or in any island under the government of the company lying to the north of the equator, except the company's principal settlements, or to the company's factory of Bencoolen or its dependencies, the court of directors shall, within 14 days from the receipt thereof, unless they shall think fit to comply therewith, transmit the same to the board of commissioners for the affairs of India, together with any representation which the court may think proper to make upon the subject of such application; and in case the board of commissioners shall think fit to direct the court of directors to issue any such licence, the court of directors shall forthwith issue the same, upon such conditions as the court of directors, with the approbation of the board of commissioners, shall from time to time think fit; provided, that in all cases in which the board of commissioners shall direct the court of directors to issue any such licence, which they shall have declined to issue without such direction, the special circumstances inducing them to give such direction shall be recorded in the books of the board. 53 Geo. 3. c. 155. § 11.

Convention with King of Spain.—Ships fitted out from North-west Coast of America, and Isles adjacent. "For the further encouragement of "trade to the north-west coast of America and the islands adjacent, "under the limitations contained in the convention made by His Majesty with the King of Spain, of the 28th October, 1790, it may "be expedient that ships fitted out for those parts should in certain "cases be permitted by licence from the East India Company to proceed "from the said coast and islands direct to the isles of Japan and the "coasts of Korea and Canton, there to dispose of their cargoes obtained "on the said north-west coast of America, and to return from thence "direct to the same north-west coast or islands adjacent, and there dispose of their returns in trade, the owners and commanders of such ships "entering into such covenants with, and giving such security to the said "company, and submitting to be bound by such rules and regulations as "shall appear to be best adapted for preserving to the said company the "exercise and benefits of their commercial privileges, and conduce to
"the

“ the preservation of good order and regularity of the ship’s companies, “ and their observance of the laws prescribed by the native states, during “ the continuance of such ships on the said coasts of Japan, Korea, and “ in the river of Canton aforesaid ; ” it is therefore enacted, that the court of directors of the company shall, forthwith after the passing of this act, frame and lay before the board of commissioners for the affairs of India, such regulations as they shall think best adapted for the purposes aforesaid, and also the forms of such deeds of covenant, or other securities, as the court of directors shall judge to be proper or necessary to be entered into for the due observance thereof by the owners and commanders of ships to be licensed as aforesaid ; and the board shall thereupon proceed to revise the same, and to give such orders and instructions to the directors in relation thereto as they shall think fit ; and the owners and commanders conforming themselves to the conditions which shall be so prescribed, shall have such licences, and the court of directors are required to grant the same accordingly, unless on any representation made by the directors to the board of commissioners, containing any specific objections against the granting of any such licence, the board shall order the same to be withheld, in which case it shall be lawful for the directors to withhold or refuse the same. 33 Geo. 3. c. 52. § 78.

Power of Supercargoes. The regulations to be so made for the purposes aforesaid, or any deeds of covenant or other securities to be required to be entered into for the observance thereof, shall not extend to vest in any council of supercargoes, or other officers of the company, a greater power over any ships, or the commanders, officers, or companies of the same, in the eastern seas, or on the coasts of Japan, Korea, and China, which they shall be permitted to visit according to the tenor of such licences, than such as can, or shall lawfully be exercised by the council of supercargoes, or other officers of the company, over the ships employed in the service of the company, and the commanders, officers, and men belonging thereto. § 79.

Disposal of Goods contrary to Licence, or Breach of Regulations. The selling or disposing of any goods at any other place than shall be mentioned in any such licence, or any wilful breach or non-observance of any of the rules, shall be held as a misdemeanor at law, and shall be punished as such, and the parties offending therein shall be deemed to have traded unlawfully within the limits of the company’s exclusive trade, and shall suffer the penalties by this act imposed for illicitly trading within the said limits, and shall, besides, pay to the company such pecuniary penalties as such offenders shall have incurred by any wilful breach or non-observance of the stipulations contained in the deeds of covenants or securities given to the company by virtue of this act. § 80.

Ships, &c. of Unlicensed Persons, trading within Limits of Company. If any of the subjects of His Majesty, of Great Britain, or the islands of Guernsey, Jersey, Alderney, Sark, or Man, or Faro Isles, or any of His Majesty’s colonies, islands, or plantations in America or the West Indies, other than such as by the East India Company shall be licensed, or otherwise thereunto lawfully authorized, shall at any time before such determination of the company’s whole and sole trade as is hereinbefore limited, directly or indirectly sail to, visit, haunt, frequent, trade, traffic, or adventure to, in, or from the East Indies, or other parts beforementioned, every such offender shall incur the forfeiture and loss of all the vessels belonging to or employed by such subjects respectively, with their tackle, &c. and also all the goods laden thereupon, or which were or shall be sent, traded, or adventured within the East Indies or parts aforesaid,

aforesaid, and all the proceeds and effects of such goods, and double the value thereof. § 129.

Persons going to Parts contrary to Act. Every subject of His Majesty, of Great Britain, or the islands, colonies, or plantations aforesaid, who shall at any time before such determination of the said company's whole and sole trade as is hereinbefore limited, go, sail, or repair to the said East Indies or parts aforesaid, against any of the provisions of this act, shall be deemed and accounted to have unlawfully traded there, and all the ships and goods which shall be employed therein, or found in his custody, or in the custody of any other person by his employment, order, or procurement, shall be forfeited, with double the value thereof. § 130.

Unlicensed Persons going to certain Parts, or found therein. If any subject of His Majesty, of Great Britain, or any of the islands, colonies, or plantations aforesaid, not being lawfully licensed or authorized, shall at any time before such determination of the said company's whole and sole trade, as is hereinbefore limited, directly or indirectly go, sail, or repair to, or be found in, the East Indies or any of the parts aforesaid, every such person is hereby declared to be guilty of a high crime and misdemeanor, and, being convicted thereof, shall be liable to such fine or imprisonment, or both fine and imprisonment, as the court in which such person shall be convicted shall think fit. § 131.

Persons found within Limits after Time allowed. During such time as the company shall have such whole and sole trade as aforesaid, if any person who shall have been dismissed from, or shall have voluntarily resigned the service of the company, or any free merchant, free mariner, or other person whose agreement with the company shall be expired, or whose licence to go to, or trade, or reside within the East Indies or parts aforesaid, shall have ceased, shall be in the East Indies or parts and limits aforesaid, after the expiration of such time as shall be allowed by the respective governments or presidencies in India, wherein such person shall be, every such person shall be deemed to have unlawfully traded in the said limits contrary to this act, and shall be subject to all the provisions of this act, against persons unlawfully going to, or trading, or adventuring, or found in any place within the said limits accordingly. § 134.

Goods, &c. illegally shipped to India, or taken out of Ship homeward. As well all the goods, which shall at any time before such determination of the company's sole trade, be shipped on board any vessel bound from Great Britain to the East Indies or the parts aforesaid, (except the goods, treasure, and effects of the company, or of other persons lawfully shipping the same, under the provisions of this act, and except the naval stores, provisions, and necessaries for such ship to perform their voyage,) as also all the goods which shall from the time aforesaid be taken out of any such vessel in her voyage homeward from the East Indies or parts aforesaid to England, before her arrival there, the same shall be forfeited, together with double the value thereof, and the master or other officer of such vessel, knowingly permitting any such goods to be put on board any such ship so bound to the East Indies, or to be taken out of any such ship bound from the East Indies or parts aforesaid to England, shall forfeit for every such offence £1000, and moreover shall not be entitled to, or receive any wages whatsoever, nor shall the company be compelled to pay any wages to or upon the account of the master or officer, for the voyage; (a) but if such ship shall have been taken up by

(a) See next page.

the company by charter party or hire, then the company shall have an allowance or deduction, in respect of the wages, to the full amount thereof, out of the money payable by them to the owner of the ship to which such master or officer shall belong, for the hire or freight thereof; and every such master or officer who shall be convicted of such offence shall be rendered incapable of again acting in the service of the company in any capacity whatever. § 135.

Trading under Authority from Foreign Princes. No person, being a subject of His Majesty, of Great Britain, or any of the islands, colonies, or plantations aforesaid, shall solicit for, obtain, or act under any authority, from any foreign prince, state, or potentate whatsoever, to sail or trade in or to the East Indies or any of the parts aforesaid; and every such person who shall offend therein shall forfeit, for every offence, £500. § 136.

Governor-General, &c. Trading.—Judges Trading.—Inland Trade in Salt, &c. It shall not be lawful for any governor-general or governor, or any member of council of the presidencies in India, to be concerned in any traffic whatever, except on account of the company, nor for any collector, supervisor, or other person concerned in the collection of the revenues, or the administration of justice, in the provinces of Bengal, Bahar, or Orissa, or their agents or servants, or any person in trust for them, to be concerned in, by way of trade, at any place within any of the provinces in India, or other parts, or to buy any goods and sell the same again, at the place where he bought the same, or at any other place within the same province, or any other such province or country respectively, except on account of the company; nor shall it be lawful for any of the judges of the supreme court of judicature to be concerned in any traffic whatever; nor for any of His Majesty's subjects in the said provinces, to be in any wise concerned, in the inland trade, in salt, beetle nut, tobacco, or rice, except on the account of the company, or with their permission, on pain of forfeiting all such goods in which they shall so trade, and also treble the value thereof. § 137.

Trade by Suez, &c. to Europe. Before such determination of the company's sole trade as is hereinbefore limited, it shall not be lawful for any subject of His Majesty, of Great Britain, or any of the islands, colonies, or plantations aforesaid, either in his own name or in the name of any other person whatever, to be concerned, at his own risk, or for his own benefit, in the sending any goods, the produce or manufacture of the East Indies or China, by the way of Suez, or by any other channel to Europe, otherwise than as is allowed by this act, on pain to forfeit to the company double the value of the goods. § 138.

Trading and Selling Goods to Foreign Subjects.—Agents, Factors, &c. Provided that the last-mentioned restrictions shall not extend to preclude any of the servants of the company, (other than such of them as shall or may be specially prohibited by any law, or by any order of the company, or their governments abroad, and other than in respect of the inland trade in salt, beetle nut, tobacco, and rice,) or any free merchants licensed by the company to reside in India or other parts within their said limits, from buying any goods in India, and selling the same again in India to the subjects of any foreign nation or state, or from acting as agents or factors in the importing or exporting, buying or selling goods in India, on the account *bonâ fide* of any foreign company, or any foreign merchants. § 139.

Vessels to be deemed British. All vessels belonging to the East India Company,

Company, whether built or purchased by the company, shall be deemed to be British ships, and the company in respect thereof shall be entitled to all the privileges given to the owners of ships wholly belonging to British subjects, the same being navigated in the manner prescribed by the laws now in being respecting British-built ships. 21 Geo. 3. c. 65. § 33.

How Vessels of Countries in Amity may Trade.—Regulations.—Treaties. During the continuance of the exclusive trade of the East India Company, and during the term for which the possessions of the British territories in India are secured to the company, it shall be lawful for the vessels of countries and states in amity with His Majesty, to import into and export from the British possessions in India, such goods as they shall be permitted to import into and export from the said possessions by the directors, who are to frame such regulations for carrying on the trade to and from the said possessions, and the countries and states in amity with His Majesty, as shall seem to them most conducive to the interest and prosperity of the British possessions in India, and of the British empire : and no vessel belonging to any of the subjects of states or countries in amity with His Majesty, shall be liable to forfeiture, or other penalty, for exporting from or importing into the British possessions in India, any goods the importation or exportation of which shall be permitted by such regulations : provided that it shall not be lawful for the directors to frame any regulations for the conduct of the said trade, which shall be inconsistent with any treaty which shall have been, or may be, entered into by His Majesty, and any country or state in amity with His Majesty, or which may be inconsistent with any act of parliament passed for the regulation of the trade and commerce of the British territories in India. 37 Geo. 3. c. 117. § 1.

Regulations subject to Control. All such regulations shall be subject to the superintendence and control of the board of commissioners for the affairs of India, in the same manner as all concerns, which any wise relate to the civil and military governments and revenues of the British territories and acquisitions in the East Indies, now are. § 2.

Court not to alter Resolutions. It shall not be lawful for any general court of proprietors to alter any resolution of the court of directors, or to rescind or vary the same, in so far as the same relates to the intercourse of foreign nations in amity with His Majesty and the British territories in India. § 3.

Hiring of Vessels. [The act of 58 Geo. 3. c. 83. contains regulations for the hiring of vessels by the East India Company ; but as due notice is required to be given by advertisement when the company shall have occasion to contract for vessels, it is deemed unnecessary to give the details of the act here.]

Carrying Goods in Packets. It shall be lawful for the postmaster-general in such proportions and in such manner as the lords of the treasury shall by warrant in writing direct, to permit the exportation on freight, or on account of the owners, or of the public service, in such vessels and packet boats navigated according to law, from the port of London, or any port within Great Britain, or any intermediate port between Great Britain and the East Indies, to all places within the limits of the East India Company, and to St. Helena, the Mauritius, and the Cape of Good Hope (except the dominions of the Emperor of China) any goods (tea excepted) which can now, or may at any time hereafter, be legally exported ; and also to permit the importation on freight, or on account of the owners, or of the public service, in such vessels or packet boats,
navigated

navigated according to law, from all places within such limits, and from the Cape of Good Hope, the Mauritius, and St. Helena (except as aforesaid), into the port of London, or any port in Great Britain, of any goods which are now, or may at any time hereafter be, legally imported. 55 Geo. 3. c. 153. § 8.

Tea. It shall be lawful to put on board such vessels or packet boats and any vessel legally trading to and from the East Indies, such quantity of tea as shall be necessary for the use of the crew of any such ship, during the voyage, not exceeding 2 lb. for each man on board; and if there be found on board any such vessels, on their arrival at any place in the British islands, or within two hundred miles of the same, any tea exceeding in quantity 100 lb. every such commander shall incur a penalty of £200 for every pound weight of tea exceeding such quantity. § 9.

Regulating of Trade by Orders in Council. It shall be lawful for His Majesty, by any order in council to be issued from time to time, to give such directions and make such regulations touching the trade and commerce to and from any British possessions within the limits of the East India Company's charter (excepting the possessions of the said company), as to His Majesty in council shall appear most expedient and salutary; and if any goods be imported or exported in any manner contrary to any such order of His Majesty in council, the same shall be forfeited, together with the ship importing or exporting the same. 6 Geo. 4. c. 114. § 73.

Trade from India to Colonies.—Trade with China and in Tea. It shall be lawful for the East India Company to trade in and export from any place within the limits of their charter, any goods for the purpose of being carried to some of His Majesty's possessions in America, and so to carry and to import the same into any of such possessions; and also to carry return cargoes from such possessions to any place within the limits of their charter, or to the United Kingdom; and it shall be lawful for any of His Majesty's subjects, with the licence in writing granted by authority of the said company, to lade in and export from any of the dominions of the Emperor of China any goods, and to lade in and export from any place within the limits of the said company's charter any tea, for the purpose of being carried to some of His Majesty's possessions in America, and also so to carry and to import the same into any of such possessions. § 74.

Certificate of Production of East India Sugar. It shall be lawful for any person, being the shipper of any sugar, the produce of some British possession within the limits of the East India Company's charter, to be exported from any place in such possession, to go before the collector or controller, or other chief officer of customs at such place, or if there be no such officer of customs, to go before the principal officer of such place, or the judge or commercial resident of the district, and make and sign an affidavit before him, that such sugar was really and *bonâ fide* the produce of such British possession, to the best of his knowledge and belief; and such officer, judge, or resident is hereby authorized and required to administer such affidavit, and to grant a certificate thereof, setting forth in such certificate the name of the ship in which the sugar is to be exported, and the destination of the same. § 75.

Ships built prior to 1st January, 1816. All ships built at any place within the limits of the East India Company's charter, prior to the 1st January 1816, and which then were and have continued ever since to be solely the property of His Majesty's subjects, shall be deemed to be British ships for all the purposes of trade within the said limits, including the Cape of Good Hope. § 77.

PART VIII.

AFRICA.

As to the Importation into the United Kingdom, of Goods the Produce of Africa; and also as to the Importation into British Possessions in Asia and America, see p. 1.

AFRICA is one of the four principal divisions of the earth, the third in magnitude, but the smallest in importance. It is bounded on the north by the Mediterranean sea, by which it is separated from Europe; on the east by the Indian ocean, the Red sea, and part of Asia; on the south by the Southern ocean; and on the west by the North Atlantic, which separates it from America. Its general form is triangular, the northern part being the base, and the southern extremity the vertex. Its length, from Cape Bona, in the Mediterranean, to the Cape of Good Hope, may be reckoned about 70 degrees of latitude, or four thousand nine hundred and eighty miles; and in its greatest breadth, it comprehends somewhat more than four thousand seven hundred and ninety miles, namely, from Cape Verd in 17. 33. W. long. to Cape Guardafui, in 51. 20. E. long.

No part of Africa, except Egypt, was ever distinguished for its foreign commerce; but from the earliest ages inland trade has been carried on to a very great extent. This has been much promoted in modern times by the Arabians, who have penetrated the depths of the interior. The camel has become the medium of intercourse across the deserts, and merchants, trained to these journeys from their infancy, travel in large bodies called caravans, consisting of from two to three hundred persons to as many thousands. The party is supported by the milk of the camel, with barley meal or Indian corn, and a few dates. The Fezzan merchants take dried meat and coffee for their own particular use. Water is carried in goat skins, covered with tar, to prevent evaporation. The number of camels is generally between the extremes of five hundred and two thousand, and they travel at about the rate of three miles an hour, and six or seven hours in each day. But the windings of the route, and other hindrances, render the distance of a caravan's advance not more, upon an average, than sixteen

miles in a day, and on a very long journey, not more than thirteen or fourteen. After being passed the course is not traceable, owing to the shifting of the sands. At intervals, along the dreary desert occur oases or watered spots, wells, and villages, where it is usual to halt some days; but if one of the places of refreshment happen to be dry, the most calamitous consequences often ensue, whole caravans having been known to perish chiefly from this cause. They are greatly annoyed also on their way by clouds of moving sand; but whether any have been entirely destroyed by this means may admit of some doubt.

The principal caravans proceed from Cairo in Egypt, from Fezzan, and from Morocco. From Cairo three caravans are sent into the interior; one to Sennaar, another to Darfûr, and a third to Mourzouk: the latter is annual; the two former travel only once in two or three years. From Fezzan two large caravans proceed southward, one to Bornou, the other to Cashna. The greatest caravan is that from Morocco, which proceeds from its rendezvous at Akka or Tatta, in a south-easterly direction to Tombuctoo. The journey occupies a hundred and twenty-nine days, with the proper intervals of rest, which exceeds indeed upon the whole, more than half the allotted period. There is a circuitous route, which is sometimes preferred, along the coast by Wedinoon and Cape Bojador. Salt is the chief basis of trade from northern to central Africa, which is exchanged for gold.

CAPE COAST CASTLE, or CABO CORSO, the capital of the British settlements on the Gold Coast of Africa. Long. 22. W. Lat. 5. 18. N.

GABOON, a river in which are situated a number of small islands called the Pongos. Here vessels frequently stop to take in water. The articles of trade which the country affords are ivory, wax, and honey.

GOREE, a small island, or rather rock, little more than a mile from the southern shore

shore of the promontory which forms Cape Verd. It produces nothing. It is the entrepôt for all the French trade with the opposite coast of Africa.

SENEGAL. The most important branch of the commerce of this settlement consists in procuring the gum known in commerce by the name of Gum Senegal.

SIERRA LEONE, situated on the Atlantic, and distinguished for the colony formed there by the British nation, rather from motives of generosity and philanthropy, than from those of political and commercial advantage. The elephants' teeth brought to the coast here are valued above any other. A considerable quantity of civet is brought to market, the produce of a peculiar species of cat.

BARBARY, or the **BARBARY STATES,** is the name given to an extensive tract of territory along the coast of northern Africa.

ALGIERS, a territory of northern Africa, forming one of the principal of the Barbary states. It is bounded on the north by the Mediterranean, on the west by Morocco, from which it is separated by the desert of Angad, on the east by Tunis, and on the south by the Atlas, which separates it from the Bed-el-Jereede, or Country of Dates. It extends from about 8. 30. E. to 1. 30. W. longitude, or 490 geographical miles, E. to W. The breadth from N. to S. is very varying and indefinite; but there are few points at which it extends inland much more than 100 miles. The trade is chiefly carried on from the coast of Constantina, and, till within the last 20 years, was entirely in the hands of a French company, established at Marseilles. They had formed establishments at Bona, La Cala, and Il Col, partly with a view to the extensive coral fishery carried on in these quarters, and which is capable of employing annually above a hundred boats. They exported besides, wool, bees' wax, ship timber, ostrich's feathers, grain, pulse, hides, goat and sheep skins, camel's hair, cattle and sheep.

TRIPOLI. The trade is chiefly confined to Malta, Tunis, and the Levant. The vessels employed in it are mostly Maltese and Ottoman, with only a few belonging to Tripoli. The exports are wool of excellent quality; senna, and several other drugs, madder roots, barilla, hides, goat and sheep skins dressed, salt, sal natron, ostrich feathers, gold dust, ivory, gum, dried fruit and dates,

lotus berries, cassob, saffron, bullocks, sheep, and poultry. The imports are, cloths of every quality and colour, sugar, tea, coffee, spices of all sorts, woollen and Manchester stuffs, damasks, silks of various colours and descriptions, gold and silver tissues, laces and threads, cochineal, indigo, iron, hardware of all kinds, small wines, spirits, capillaire, gunpowder, cannon, muskets, pistols, sword blades, naval stores of every description, planks and beams for building ships and houses; common looking-glasses, toys, cotton threads, and Tunisian caps. Tripoli is also the centre of a considerable portion of that caravan trade which is characteristic of Africa. The annual caravan from Morocco to Mecca, combining commercial with religious objects, passes through this city. Long. 35. 44. E. Lat. 34. 26. N.

TUNIS, a large city of Barbary, capital of the territory of the same name. Corn is the chief article of export, and olive oil is the next. The Tunisian oil does not become rancid so soon as the Italian oils, and they have an excellent method of packing it. Wool and soap are also exported in great quantities. The intercourse between Britain and Tunis is very small, and is mostly carried on by the way of Leghorn. Long. 10. 20. E. Lat. 36. 44. N.

MOROCCO, a large kingdom, situated at the south-eastern extremity of Africa, the most important of the states comprehended under the general name of Barbary. The boundaries of the empire are on the north the Mediterranean, on the west the Atlantic; Algiers forms a small part of its eastern frontier; while on all other sides it is lost in the wide expanse of the Sahara. The commerce of Morocco with Europe is almost wholly carried on from the port of Mogadore, under which head some account of it will be found.

MOGADORE, a considerable seaport, situated on the Atlantic. The imports consist principally of sugar, spices, iron, tin, lead, copper, woollens, linen, raw silk, gums, hardware, glass, beads, toys, and a variety of minor articles. The exports are almonds, sweet and bitter; gums, Barbary, Soudan, and Sandrac; bees' wax, goat skins, oil of olives, cow and calf skins, sheep's wool, ostrich feathers, pomegranate peels, and dates. The ports with which Mogadore chiefly communicates are London, Amsterdam, Leghorn, Lisbon, Cadiz, and Teneriffe. The population is estimated at 10,000. Long. 9. 20. W. Lat. 31. 50. N.

Free Trade. It shall be lawful for all His Majesty's subjects to trade and traffic to and from any place in Africa, between the port of Sallee in South Barbary, and the Cape of Good Hope, at such times, and in such manner, and in or with such quantity of goods, as they shall think fit. 23 Geo. 2. c. 31. § 1.

Company

Company abolished. The corporation of the company of merchants trading to Africa shall wholly *cease* and be abolished, and the said company shall no longer be a body politic or corporate; and all grants made to the company in pursuance of acts of parliament, are hereby declared to be henceforth *null* and *void*; and the company are hereby divested of and from all forts, castles, buildings, possessions, or estate or rights, which were given to the company by former acts, or which have been since purchased or otherwise acquired by the company in addition thereto, or which now are possessed or claimed or held by the company on the said coast; and the said forts, &c. are hereby declared to be fully and absolutely vested in His Majesty. 1 & 2 Geo. 4. c. 28. § 1.

Compensation to Officers. His Majesty may grant such reasonable allowances as His Majesty may deem just and fit, to such of the officers and servants of the said company as may appear deserving of the same, and may not be retained in the government or management of any of the said forts, &c. or may not be otherwise employed in His Majesty's service, but no such allowance shall be considered as finally and conclusively granted until the same shall have been first submitted to parliament. § 2.

Sierra Leone. It shall be lawful for His Majesty to order that all or any of the forts and possessions hereinbefore mentioned, and also any territories, islands, or possessions on the west coast of Africa, between the 20th degree of north latitude, and the 20th degree of south latitude, which now do, or at any time hereafter may belong to His Majesty, shall be annexed to, or made dependencies on, the colony of Sierra Leone; and from the date of their being so annexed or made dependencies on the said colony, they shall be subject to all such laws, statutes, and ordinances as shall be in force in the said colony, or as shall at any time thereafter be made by the governor and council of the colony, and shall not be disallowed by His Majesty in the same manner as if the said forts, &c. had originally formed part of the said colony of Sierra Leone. § 3.

BARBARY STATES.

As to Mediterranean Passes, see "Addenda."

Additional Articles between Great Britain and Morocco, signed at Fez, 1st Feb. 1761.

All vessels belonging to His Britannic Majesty in Germany, shall carry a proper *Pass*, and a copy of such pass, with the heads of the said passes, shall be sent to His Britannic Majesty's consul residing in Barbary, to the end that he may deliver the same to the commanders or captains of the King of Fez and Morocco's ships of war or cruizers, to the end that due regard may be had to this peace, and that no commander or captain may offend through ignorance; and all commanders or captains of vessels belonging to His Britannic Majesty's subjects in Germany, meeting with any ship or vessel belonging to the King of Fez and Morocco or his subjects, if the commander of such vessel produce a pass signed by the governor of the city they belong to, with a certificate from the English consul, and in case of his death or absence, from the major part of the English merchants residing in the said place, in such cases the said vessel shall pursue freely her voyage without hindrance or molestation.

WILLIAM PETTIGREW.

TREATY between Great Britain and Morocco, signed at Fez, 28th July, 1760.

2. All English ships of war and merchant ships, that shall come to any part of the emperor's dominions to trade, or for any other purpose, and shall have on board a cargo which shall not be saleable in the said place where they come, may depart with the same to any other part whatsoever of the emperor's dominions, and shall not pay the duties for it more than once; and no duty shall be paid for implements of war, such as fire-arms, swords, or any other thing whatsoever which may belong

to the military; neither for all sorts of materials used for building ships; and if any English ship shall come to any of the Emperor's ports with merchandize destined for another part of the world, they are not to pay any duty for such merchandize, so that they may depart with the same without any molestation. If any English ship shall be thrown upon the Emperor's coast, by bad weather or otherwise, the same shall be protected, and depart again in safety, without any ill-treatment or interruption. And the emperor's ships, which shall be thrown on the coast of Great Britain, or dominions thereunto belonging, shall be treated in the same manner.

3. All ships belonging to the subjects of the King of Great Britain, and of the Emperor of Fez and Morocco, and his subjects, may securely navigate and pass the seas, without being searched, or receiving hindrance or trouble, the one from the other; and all persons and passengers, of whatever nation they may be, belonging to either of the parties, shall be entirely free, without being detained, molested, robbed, or receiving any damage from the others. And moreover, the English ships, which shall be freighted in any port of the Emperor of Fez and Morocco, for other ports of the same kingdom, shall not be obliged to pay the usual port charges; and no captain or other person, belonging to any ship or vessel of the Emperor of Fez and Morocco, or his subjects, shall take any person whatsoever, out of any vessel of the King of Great Britain, or his subjects, in order to be examined, or under any other pretence whatsoever; neither shall they offer violence to any person, of whatever nation or quality they be, on board a ship belonging to His Majesty's subjects.

4. For the better observance of the preceding articles, according to their true intent, that the ships of war or cruizers, belonging to the Emperor of Fez and Morocco, or to his subjects, meeting with any ships, or other vessels, of the King of Great Britain, or his subjects, (not being in the seas belonging to His Majesty's dominions) may send a single boat on board, with two trusty rowers, and no more, who may enter such ships or vessels; that on showing them a passport, signed by the King of Great Britain, or by the high admiral of England, Scotland, and Ireland, in the form hereafter mentioned, the said boat shall depart immediately, leaving such ships to pursue their voyage freely: and when it may happen, that any ship of war, or privateer, of the King of Great Britain, shall meet any ship or vessel of the Emperor of Fez and Morocco, or of his subjects, on the captain of such ship showing a passport from the governor of the city to which he belongs, with a certificate from the English consul, or in case of his death, or absence, from the major part of the English merchants residing there; in such case, he shall be permitted to pursue his voyage without impediment or injury.

5. In case any ships of war of the King of Great Britain, or of his subjects, shall come to any port under the dominion of the Emperor of Fez and Morocco, with prize goods, they shall be permitted to sell them without hindrance or imposition; and, in case any squadron, or single ship of war, or merchant ship of His Majesty, shall want provisions, victuals, or refreshments, it is hereby agreed, that they may buy them, in the quantity and quality they shall have occasion for, at the current market-price, free of duties, or of any other gratuity.

6. If any vessel, belonging to His Britannic Majesty, or to his subjects, shall, by misfortune, storm, or any other disaster whatsoever, be forced ashore, or wrecked, on any part of the dominions of the Emperor of Fez and Morocco, such ship, persons, and goods, shall be faithfully, and without the least damage or diminution, restored and delivered to the consul, or any other person whom their owner shall appoint to receive the same; the people shall be set at liberty, and permitted to depart whenever they please, without the least detention.

17. Such a number and quantity of passports shall be transmitted to the Emperor of Fez and Morocco, as shall be judged necessary for him, and which shall be indented in such manner as shall tally with those which the English merchants shall receive in England; and if a ship of war shall meet with any of the merchant ships belonging to the Emperor, such merchant ships shall be obliged to produce and show their passports, which the English consul has given them.

20. Vessels belonging to His Britannic Majesty in Germany shall carry a *Pass*; that the form and head of the said pass shall be sent to the consul of His Britannic Majesty residing in Barbary, to be delivered to the commanders or captains of the ships, or cruizers of the Emperor of Fez and Morocco, to the end that the said commanders

manders or captains may show the due respect to this peace, without offending through ignorance; and all the commanders or captains of ships or vessels belonging to the subjects of His Britannic Majesty in Germany, who shall meet with any ship or vessel of the Emperor of Fez and Morocco, or of his subjects, if the captain thereof shows a pass, signed by the governor of the city he belongs to, with a certificate from the English consul, or in case of his death or absence, from the major part of the English merchants residing there, he shall be permitted to pursue his voyage without impediment or injury.

MARK MILBANKE.

*Additional Article between Great Britain and Morocco, signed at Sallee,
24th May, 1783.*

36. There shall be an entire freedom of commerce, throughout all the dominions of both parties, where commerce is at this time permitted, or shall be permitted hereafter to the subjects of any other nation; and the trade of the subjects of both parties, may be established on just foundations, and all difficulties in future removed, a permanent tariff for regulating the duties of import and export shall be established, which tariff is to be considered as forming a part of this treaty, the same as if it was here inserted word for word.

JAMES M. MATRA.

*TREATY between Great Britain and Tripoli, signed at Tripoli, 19th Sept. 1751.
[Renewed by the Treaty of 1762.]*

1. From this time forward for ever, there shall be a true and inviolable peace, between the Most Serene King of Great Britain, and the Most Illustrious Lords and Governors of the city and kingdom of Tripoli, in Barbary; and between all the dominions and subjects of either side; and if the ships and subjects of either party shall happen to meet upon the seas, or elsewhere, they shall not molest each other, but shall show all possible respect and friendship.

3. All vessels, as well those belonging to the King of Great Britain, or to any of His Majesty's subjects, as those belonging to the kingdom or people of Tripoli, shall freely pass the seas; and traffic where they please, without any search, hindrance, or molestation from each other; and all persons or passengers of what country soever, and all moneys, goods, merchandizes, and moveables, to whatsoever people or nation belonging, being on board of any of the said vessels, shall be wholly free, and shall not be stopped, taken, or plundered from either party.

4. Tripoli ships of war, or any other vessels thereunto belonging, meeting with any merchant vessels of the King of Great Britain's subjects (not being in any of the seas appertaining to any of His Majesty's dominions) may send on board one single boat, with two sitters, besides the ordinary crew of rowers, and no more but the two sitters to enter any of the said merchant ships, or any other vessels, without the express leave of the commander of every such vessel; and then upon producing unto them an English pass, the boat shall presently depart, and the merchant vessels shall proceed freely on their voyage; and although the commanders of the said vessels produce no pass from the lord high admiral of England, yet if the major part of the vessel's company be subjects to the King of Great Britain, the boat shall presently depart, and the merchant vessels shall proceed freely on their voyage: and any of the said ships of war, or other vessels of His said Majesty, meeting with any vessels belonging to Tripoli, if the commander of any such vessels shall produce a *Pass*, signed by the chief governors of Tripoli, and a certificate from the English consul living there; or if they have no such pass or certificate, yet if the major part of their ship's company or companies be Turks, Moors, or Slaves belonging to Tripoli, then the said Tripoli vessels shall proceed freely.

5. No commander, or other person, of any vessel of Tripoli, shall take out of any vessel of His said Majesty's subjects, any persons whatsoever, to carry them any where to be examined, or upon any other pretence, nor shall use any torture or violence unto any person of what nation or quality soever, being on board any vessel of His Majesty's subjects, upon any pretence whatsoever.

6. No shipwreck belonging to the said King of Great Britain, or to any of His Majesty's subjects, upon any part of the coasts belonging to Tripoli, shall be made or become prize; and neither the goods thereof shall be seized, nor the men made slaves: but all the subjects of Tripoli shall do their best endeavours to save the said men and their goods.

7. No ship, or any other vessel of Tripoli, shall have permission to be delivered up or to go to any other place in enmity with the said King of Great Britain, to be made use of as corsairs at sea against His said Majesty's subjects.

17. Merchant ships coming to the city or kingdom of Tripoli, though not belonging to Great Britain, shall have free liberty to put themselves under the protection of the British Consul, in selling and disposing of their goods and merchandize, if they shall think proper, without any hindrance or molestation.

27. No merchant ship belonging to Great Britain, or any other nation under the protection of the British Consul, being in the port of Tripoli, shall be detained from proceeding to sea on her voyage, longer than eight days, under the pretence of arming out the ships of war of the government, or any other whatsoever.

A. KEPPEL.

DIVAN.

ROBERT WHITE.

KIAJA.

BEY.

BASHAW.

TREATY between Great Britain and Tripoli. Signed at Tripoli, 10th May, 1812.

1. The present existing treaties or conventions of peace, friendship, and commerce, shall have their full effect, and shall preserve in all and every point their full force and virtue, and shall be looked upon as renewed and confirmed by virtue of this present treaty, except only such articles, clauses, and conditions, from which it has been thought fit to derogate, explain, or revise by this present treaty.

2. The privateers of belligerent powers, which, on account of bad weather, want of provisions, or chased by an enemy, shall take refuge in Tripoli, or in any other of the ports, roads, or bays of that kingdom, having received a supply of provisions, and the danger of the enemy ceased, shall be obliged to depart without unnecessary delay or increasing the number of men, arms, or ammunition, with which they entered: and, being out of port, the said privateers shall not lurk in the bays, creeks, and behind the points of promontories or islands belonging to the territory of His Highness the Bashaw, to tarry there, and give chase to the ships of their enemies, which shall be entering or going out, nor shall they in any manner whatever disturb the free ingress or regress of the ships of any nation to the ports, bays, or roads of the kingdom.

3. The privateers of Belligerent powers shall not be permitted to sail for any port, bay, or roadstead belonging to the kingdom, until twenty-four hours after the departure of any vessel belonging to another power with which they may be at war, nor shall they even at any period be allowed to depart while such vessel remains in sight of such port, bay, or roadstead, whether detained by calms, foul winds, or other *unavoidable* circumstances.

4. His Excellency Sidi Jusuf Caramanli, Bashaw, being desirous to maintain inviolably the existing treaties and the strict neutrality of his kingdom, will not permit or tolerate in any part of the dominions of the city and kingdom of Tripoli, the sale of any prizes or prize goods whatever that may have appertained to Great Britain; but such prizes shall be obliged to depart with the whole and entire cargoes with which they entered the port subject to the same regulations as the privateers of the Belligerent powers in conformity to the second article of the present treaty.

In witness whereof, we have caused our seal to be affixed in the city of Tripoli, in the West, this 10th day of May, in the year of the Christian Era, 1812, and of the Hegira, the 28th of the Moon Rabia Second, 1227.

MAT. SMITH.

The Seal of the Bey and five others.

TREATY between Great Britain and Algiers, signed at Algiers, 3d April, 1816.

Serious complaints having been made of the Barbary cruizers entering on board ships they speak at sea (under British protection) with a greater number of men than is allowed by treaty, and destroying the ship's papers, to the great injury of the owners: with a view of preventing the recurrence of such serious complaints, His Highness the Dey of Algiers hereby engages to give he most positive orders

and,

and adopt measures, to prevent such practices in future, under the severest punishment of the offender. The oath of the master and one other person of the crew shall be sufficient proof of the fact; and for the punctual performance of this article, the Reis or Captain of any cruiser so offending, shall be answerable for the conduct of his officers and crew.

EXMOUTH.

TREATY between Great Britain and Algiers, signed at Algiers, 28th August, 1816.

From this day and for ever there shall be a strict and inviolable peace and friendship, between His Britannic Majesty and the kingdom of Algiers, and all the articles and treaties of peace and commerce subsisting between the kingdom of Great Britain and its dependencies, and the kingdom of Algiers, previous to the 27th August, 1816, are hereby renewed, ratified, and confirmed. The vessels and the subjects and people of both sides, shall not from henceforward do to each other any harm, offence, or injury, either in word or deed, but shall treat each other with all possible respect and friendship, and all the transactions which took place on the 27th, shall from henceforward be buried in oblivion, and the ancient friendship between the two kingdoms restored.

EXMOUTH.

H. MC DONELL, Consul General.

TREATY between Great Britain and Tripoli, signed at Tripoli, 29th April, 1816.

4. Serious complaints having been made of the Barbary cruisers entering on board ships they speak at sea (under British protection) with a greater number of men than is allowed by treaty, and destroying the ship's papers, to the great injury of the owners; with a view of preventing the recurrence of such serious complaints, His Highness the Bey of Tripoli hereby engages to give the most positive orders, and adopt measures to prevent such practices in future, under the severest punishment of the offender: the oath of the master, and two other persons of the crew shall be sufficient proof of the fact, and for the punctual performance of this article, the Reis, or Captain of any cruiser so offending, shall be answerable for the conduct of his officers and crew; but should any ship so boarded come into the port or territory of Tripoli, the complaint shall be heard and determined by regular examination before the Bey in the presence of the Consul.

Seal of the Bey

EXMOUTH.

HANMER WARRINGTON, B. C. G.

DECLARATION of the Bey of Tripoli, 29th April, 1816.

In consideration of the deep interest manifested by His Royal Highness the Prince Regent of England, for the termination of Christian slavery; His Highness the Bey of Tripoli, in token of his sincere desire to maintain inviolable his friendly relations with Great Britain, and in manifestation of his amicable disposition and high respect towards the powers of Europe (with all of whom he is desirous to establish peace), declares and agrees that in the event of a future war with any European power (which God forbid) that not any of the prisoners shall be consigned to slavery, but treated with all humanity as prisoners of war, until regularly exchanged, according to European practice in like cases, and that at the termination of hostilities they shall be restored to their respective countries without ransom.

Seal of the Bey.

EXMOUTH.

HANMER WARRINGTON, B. C. G.

Declaration of the Dey of Algiers, 28th August, 1816.

In consideration of the deep interest manifested by His Royal Highness the Prince Regent of England for the termination of Christian slavery, His Highness the Dey of Algiers, in token of his sincere desire to maintain inviolable his friendly relations with Great Britain, and to manifest his amicable disposition and high respect towards the Powers of Europe, declares, that in the event of future wars with any European Power not any of the prisoners shall be consigned to slavery,

slavery, but treated with all humanity as prisoners of war, until regularly exchanged according to the European practice in like cases, and that at the termination of hostilities, they shall be restored to their respective countries without ransom; and the practice of condemning Christian prisoners of war to slavery is hereby formally and for ever renounced.

EXMOUTH.

H. MC DONELL, Agent and Consul General. By command of the Admiral.
JOS. GRIMES, Secretary.

TREATY between Great Britain and Tunis. Signed at Bardo, 19th October, 1751.

1. That all former grievances and losses, and other pretences between both parties, shall be void and of no effect; and from henceforward there shall be a firm peace for ever, and free trade and commerce, between His Britannic Majesty's subjects, and the people of the kingdom of Tunis, and dominions thereunto belonging.

2. The ships of either party shall have free liberty to enter into any port or river belonging to the dominions of the other, where they shall pay duties only for what they sell, and, for the rest, may freely export it again without molestation; and shall enjoy all other accustomed privileges: and the late exaction that hath been at the Goletta and the Marine, shall be reduced to the ancient customs in those cases.

3. There shall not be any seizure made of any of the ships of either party, either at sea or in port, but they shall pass without any interruption, they displaying their colours; and to prevent any misunderstandings, the ships of Tunis shall be furnished with *certificates, under the hand and seal of the British Consul*, of their belonging to Tunis, which they are to produce on meeting with any English ship, on board of whom they shall have liberty of sending two men only, peaceably to satisfy themselves of their being English, who, as well as any passengers of other nations they may have on board, shall go free, both them and their goods.

4. If an English ship receive on board any goods or passengers belonging to the kingdom of Tunis, they shall be bound to defend them and their goods, so far as lieth in their power, and not deliver them unto their enemies; and the better to prevent any unjust demands being made upon the crown of Great Britain, and to avoid disputes and differences that might arise, all goods and merchandise that shall from henceforward be shipped by the subjects of Tunis, either in this port, or in any other whatsoever, on board the ships or vessels belonging to Great Britain, shall be first entered in the office of Cancellaria, before the British Consul residing at the respective ports, expressing the quantity, quality, and value of the goods so shipped, which the said consul is to manifest in the clearance given to the said ship or vessel before she departs; to the end, that if any cause of complaint should happen hereafter, there may be no greater claim made on the British nation, than by this method shall be proved to be just and equitable.

5. If any of the ships of either party shall by accident of foul weather, or otherwise, be cast away upon any of the coasts belonging to the other, the persons shall be free, and the goods saved and delivered to the proprietors thereof.

11. None of the vessels belonging to Tunis, or the dominions thereof, shall be permitted to cruise or look for prizes, of any nature whatsoever, before or in sight of Gibraltar, or any of the ports in the island of Minorca, to hinder or molest any vessels bringing provisions and refreshments for His Britannic Majesty's troops and garrisons in those places, or to give any disturbance to the trade and commerce thereof; and if any prize shall be taken by the vessels of Tunis within the space of ten miles of the aforesaid places, she shall be restored without any contradiction.

A. KEPPEL,
CHA. GORDON.

TREATY between Great Britain and Tunis. Signed at Bardo, 22d June, 1762.

3. That if any ships or vessels of Christian nations in enmity with the King of Great Britain &c. shall at any time hereafter be met with, or found upon the coast

of the kingdom of Tunis, either at anchor or otherwise, and not within the reach of cannon shot of the shore, that it shall and may be lawful for any of His Britannic Majesty's ships or vessels of war, or any English privateers, or letters-of-marque, to take and seize as prizes any such ships or vessels so met with, or found as aforesaid; and shall also be suffered to bring the said prizes into any port, road, or harbour, of the kingdom of Tunis; and to dispose of the whole or any part thereof, or otherwise to depart with such captures, without the least hindrance or molestation whatsoever.

4. And lastly, it is agreed, that if at any time hereafter, His Britannic Majesty shall be at war with any Mahometan Prince or state, and any ships or vessels belonging to subjects of such Prince or state, shall be met with by any of His Britannic Majesty's ships or vessels of war, or by any ships or vessels of His Majesty's subjects, within sight of any part of the coast of the kingdom of Tunis, that they shall be suffered to pass free and unmolested.

Confirmed and sealed in the Palace of Bardo, near Tunis, in the presence of Almighty God, the 22d day of June, in the year of our Lord Jesus Christ, 1762, and in the year of the Hegira, 1175, and the last day of the moon Zilcade.

ARCH. CLEVELAND.

TREATY between Great Britain and Tunis. Signed at Bardo, 2d May, 1812.

1. The private ships of war of the Belligerent powers, by reason of bad weather or want of provisions, or in consequence of being chased by an enemy, shall be permitted to take refuge in Tunis, or in any other port of the kingdom whatsoever.—Being provided with the necessary provisions, the affairs and accounts which they may in consequence have, being settled, and the danger apprehended from the enemy having ceased, they shall be obliged to depart without the least delay. Neither shall they be able, under whatsoever pretext it may be, to augment the number of their crews, arms, and other ammunition with which they shall have entered, nor in any way be permitted to disturb the free and secure access of ships, of any nation whatever, to the ports, bays, and coasts of the regency.

2. The private ships of war of the Belligerent powers shall not make sail from any port, place, or part of the coast belonging to the regency, until twenty-four hours after the departure of all vessels belonging to powers with which they may be in war. Nor shall they depart, even after that period of time, if any ship should be in sight of a port, bay, or shore of this regency, detained by calms, contrary wind, or any other inevitable circumstance.

3. And lastly, it is agreed, in virtue of the present treaty, that His Most Serene Highness Hamuda, Bashaw Bey, being desirous to maintain inviolably the neutrality of his kingdom, shall not permit, nor tolerate, in any part of the dominions of the Regency of Tunis, the sale of any prize, or merchandise of any prize whatsoever, which shall have belonged, or may belong to the French or to the English.

THOMAS FRANCIS FREEMANTLE.

VAL. ROBINSON,
Vice-Consul.

TREATY between Great Britain and Tunis. Signed at Bardo, 17th April, 1816.

4. Serious complaints having been made of the Barbary cruisers entering on board ships they speak at sea, (under British protection), with a greater number of men than is allowed by treaty, and destroying the ship's papers, to the great injury of the owners; with a view of preventing the recurrence of such serious complaints, His Highness the Bey of Tunis hereby engages to give the most positive orders, and adopt measures, to prevent such practices in future, under the severest punishment of the offenders. The oath of the master, and two other persons of the crew, shall be sufficient proof of the fact; and for the punctual performance of this article, the Reis, or captain, of any cruiser so offending, shall be answerable for the conduct of his officers and crew, but should any ship so boarded come into the port or territory of Tunis, the complaint shall be heard and determined by regular examination before the Bey, in the presence of the Consul.

5. His Highness the Bey of Tunis hereby further engages to recognise the flag of the kingdom of Hanover, on the same footing as those of other countries belonging

ing to the sovereignty of His Britannic Majesty, and as such, entitled to the rights and securities enjoyed by the flag and subjects of Great Britain, in all their various interests.

6. With a view to avoid the various disputes which have lately arisen on the subject of official correspondence, His Highness the Bey of Tunis promises to afford written replies to any important communications which the British Consul shall find it expedient from time to time to make to him in his consular capacity, according to the ancient custom of the country.

7. In order to prevent any discussion hereafter as to the disposal of prize property, it is agreed by His Highness the Bey, that no prizes taken from Great Britain, shall be sold or disposed of in the port or kingdom of Tunis, and the strictest neutrality of the port of Tunis is to be rigidly observed.

EXMOUTH.

RICHARD OGLANDER,

Agent and Consul General.

DECLARATION of the Bey of Tunis. Signed at Bardo, 17th April, 1816.

Declaration of His Highness Mahmoud Bashaw, Chief Bey of Tunis, the well guarded city and the abode of happiness, made and concluded with the Right Honourable Edward Baron Exmouth, Knight Grand Cross of the Most Honourable Military Order of the Bath, Admiral of the Blue Squadron of His Britannic Majesty's fleet, and Commander in Chief of His said Majesty's ships and vessels in the Mediterranean.

In consideration of the deep interest manifested by His Royal Highness the Prince Regent of England, for the termination of Christian slavery: His Highness the Bey of Tunis, in token of his sincere desire to maintain inviolable his friendly relations with Great Britain, and in manifestation of his amicable disposition and high respect towards the powers of Europe, (with all of whom he is desirous to establish peace), declares that in the event of a future war with any European power (which God forbid), that none of the prisoners made on either side shall be consigned to slavery, but treated with all humanity, as prisoners of war, until regularly exchanged according to European practice in like cases; and that at the termination of hostilities, they shall be restored to their respective countries without ransom.

EXMOUTH.

RICHARD OGLANDER,

Agent and Consul General.

DECLARATION of the Bey of Tunis. Signed at Bardo, 19th October, 1817.

We, Sidi Mahmoud Bashaw, Bey of Tunis, &c. &c. &c.

Do by these presents, sincerely promise and declare, that such orders shall for the future be given to the commanders of all our ships and vessels, that, under a severe penalty, and our utmost displeasure, they shall not enter into the channel of England, or the narrow seas thereof, nor cruize or exercise in any manner, in sight of any part of the dominions of His Majesty the King of Great Britain and Ireland, or in any way disturb the peace or commerce of the same; except in cases of necessity, such as stress of weather or want of provisions, or on being pursued by any of their enemies, when they shall be allowed to enter for security.

The above article is understood to have no reference to the commerce of Tunis.

Bardo, the 8th day of the Hegira, 1232, and the 19th of October, 1817, of the Christian Era.

Seal of the Bey.

Accepted on the part of His Majesty's Government, under the directions from His Excellency Lieutenant General Sir Thomas Maitland, Governor of Malta.

R. C. SPENCER.

FRED. HANKEY.

RICH. OGLANDER.

As to the Vessels in which Goods of the Produce of the Dominions of the Grand Seignor, may be imported, see p. 1.

ST. HELENA,

ST. HELENA, an island in the Atlantic, standing by itself, detached from any group, about 1200 miles from the nearest land. Long. $15^{\circ} 50'$ S. Lat. $5^{\circ} 49'$ W. The Portuguese discovered it on the 1st May, 1501, and soon after formed a settlement upon it; but upon the decline of their Indian commerce, the Dutch took possession of it; they, however, withdrew their colony in 1651 to the Cape of Good Hope, when it was occupied by the English. In 1673, the King granted this island in perpetuity to the East India Company, by whom

it has ever since been retained as a landing and victualling place for their ships. In 1815, it acquired a celebrity by being chosen as the place of Bonaparte's confinement, during which period the India ships were allowed access to it only under particular limitations. St. Helena is $10\frac{1}{2}$ miles long by $6\frac{3}{4}$ broad, and about 28 miles in circumference; and has but one place which can be called a town, situated in a narrow valley between lofty mountains, called *St. James's Valley*.

CAPE OF GOOD HOPE.

CAPE OF GOOD HOPE, the name by which the British colony near the southern extremity of Africa is designated. When the Portuguese under John II. were pushing their discoveries towards the south-east, a squadron under Bartholomew Diaz first discovered this point in 1493: but the tempestuous sea which beat against this promontory deterred him from approaching it. He therefore, called it Cabo dos Tormentos, and returned to Portugal. But the enterprising monarch, whose ardour was not so easily suppressed as that of the admiral seems to have been, changed this appellation into that of the Cabo da Bona Esperanza, as an omen of future success. For more than a century, the Portuguese frequently touched at the cape, but they do not appear to have formed any permanent settlement therein. When the Dutch, however, began to trade to the east in 1600, they soon fixed upon this point as a proper station for their vessels to take in fresh water and provisions; but it was near the middle of the seventeenth century before they began to colonize it. The colony occupies the southern portion of the African continent, and stretches about 550 miles from east to west, and 230 in medium breadth from north to south; reaching from 30° to $34^{\circ} 30'$ of south latitude, and being comprised between 18° and 28° of east longitude. On the east the Great Fish river partially separates it from Cafraria; a range of lofty mountains divides a great part of the colony on the northern side from the regions possessed by the natives towards the interior; while the west and south are washed by the ocean. The space included within these limits has been computed at 120,000 square miles, and the population

having considerably increased of late years may now be estimated at nearly one person to each square mile.—Few countries present a more varied aspect than this southern part of Africa, in which the alternation of mountain and plain, barrenness and fertility, are conspicuous. The outlines towards the sea are formed by a few prominent points, separated by large sweeps of the ocean. The three principal promontories are Cape St. Martin, Cape of Good Hope, and Cape St. Aguilas. The first of these forms a bold projection on the south of St. Helena Bay. The point from which the colony derives its name is situated a few degrees further south than the former, and forms the western boundary of False Bay; Table Bay being on the northern side of the promontory. Cape Aguilas is not only the most southern land in the colony, but the very extremity of the old continent. St. Helena Bay is a large sweep on the north of Cape St. Martin, but being chiefly bounded by desert or uncultivated shores, it is seldom visited. The south side of the same peninsula also presents one of the most sheltered bays on the south-west coast of Africa. In the interior of this colony, almost every variety of surface and soil are found.

CAPE TOWN is the capital of the colony. This is agreeably situated on a sloping plain, at the head of Table Bay, and backed by the precipitous front of Table Mountain. The population in 1818 was stated at 18,173, but is supposed to have increased since that period. About 7460 of these were whites, the others were principally people of colour. Lat. $33^{\circ} 6'$ S. Long. $18^{\circ} 23'$ E.

How Trade may be regulated by Order in Council. It shall be lawful for His Majesty, by any order in council to be issued from time to time, to give such directions and make such regulations touching the trade and

and commerce to and from any British possessions in Africa, as to His Majesty in council shall appear most expedient and salutary; and if any goods be imported or exported in any manner contrary to any such order of His Majesty in council, the same shall be forfeited, together with the ship importing or exporting the same. (a) 6 Geo. 4. c. 114. § 73.

British Coals. It shall not be lawful for any person to re-export, from any of His Majesty's possessions abroad to any foreign place, any coals the produce of the United Kingdom; and no such coals shall be shipped at any of such possessions, to be exported to any British place, until the exporter or the master of the exporting vessel shall have given bond, with one sufficient surety in double the value of the coals, that such coals shall not be landed at any foreign place. § 85.

Certificate of Production of Wine. It shall be lawful for the shipper of any wine, the produce of the Cape of Good Hope, or of its dependencies, which is to be exported thence, to go before the chief officer of customs, and make and sign an affidavit before him, that such wine was really and *bonâ fide* the produce of the Cape of Good Hope, or of its dependencies; and such officer is hereby authorized and required to administer such affidavit, and to grant a certificate thereof, setting forth in such certificate the name of the ship in which the wine is to be exported, and the destination of the same. 6 Geo. 4. c. 114. § 78.

(a) By order in council, dated April 30, 1827, it is ordered, that the trade and commerce of His Majesty's settlements and territories at the Cape of Good Hope, with the respective dependencies thereof, shall, from and after the arrival of this present order, within any of the said several settlements, territories and islands, be regulated in the manner following, that is to say, all such laws, rules, orders and regulations as were in force within the settlements, territories and islands aforesaid, or any of them, for the regulation of the trade and commerce thereof, upon the 1st day of July, in the year 1825, shall, until further order be made by His Majesty in this behalf, revive and continue, and be of full force within the several settlements, territories and islands aforesaid respectively, and if any goods be imported or exported in any manner contrary hereto, such goods, together with the ship importing or exporting the same, shall incur and become liable to such forfeiture as in the act, 6 Geo. 4. c. 114. [p. 596—614.] mentioned in that behalf: provided always, that nothing herein contained, shall extend to contravene, vary, alter, or in any wise affect the said act of parliament, so far as the same hath made express provision respecting the trade to and from the said island of Mauritius, or respecting the exportation of sugar or wine from any British possession within the limits of the East India Company's charter, nor so far as the said act of parliament hath expressly mentioned or referred to the trade of any of His Majesty's possessions within the limits aforesaid: provided also, that nothing in this present order contained shall extend to contravene, vary, alter, or in any wise affect two other acts of parliament passed in the sixth year of His Majesty's reign, intituled respectively "An Act for the Encouragement of British Shipping and Navigation," [p. 1.] and "An Act for the Registering of British Vessels," [p. 339.] or any other act passed in amendment of any of the acts hereinbefore mentioned: provided also, that nothing in this present order contained, shall be construed to revoke, abrogate, or in any wise alter certain orders of His Majesty in council, respecting the trade of France and of the United States of America respectively, bearing date the 1st of June, 1826, and the 27th of July, 1826, and the 16th of December, 1826, or to infringe or interfere with any treaties of commerce or navigation entered into by His Majesty with any foreign state or power.

PART IX.

AMERICA.

As to Importation into the United Kingdom of Goods the produce of America, and as to Importation into British Possessions in Asia and Africa, see p. 1.

AMERICA is the largest of what have been commonly called the four quarters of the globe, extending from the 56th degree of S. latitude to the unknown regions of the Arctic circle, and from the 55th to the 165th degree of W. longitude from Greenwich; or from the 20th degree of E. to the 100th degree of W. longitude from Philadelphia. It lies between the Pacific ocean on the W. and the Atlantic on the E.; it is nearly 10,000 miles in length, and about 2,000 miles in breadth, upon an average; and is thought to comprise an area of 14,000,000 square miles. It is separated from Europe and Africa by the Atlantic ocean, and from Asia by the Pacific; as far as the northern parts of this immense continent are at present known.

America is internally divided into two great portions, called North and South America; which may almost merit the distinction of independent continents, being only separated from each other, in 9° N. lat. by the isthmus of Panama, or Darien; which is, in some places, not more than

from forty to fifty miles broad, and forms, with the adjacent continent, what is called the gulf, or bay of Mexico. The gulf of Mexico is covered with numerous islands, which have received the appellation of the West Indies, to distinguish them from the eastern parts of Asia, called the East Indies, with which, when they were first discovered, they were supposed to be connected. America is not only distinguished by its vast extent, but also by its favourable position, extending so far on both sides of the equator, and comprehending within its bounds every variety of climate, and every species of produce necessary for the subsistence or comfort of man. It may convey a general idea of its situation with regard to Europe to say, that New Britain lies nearly parallel with Great Britain; that Newfoundland, the bay of St. Lawrence, and Cape Breton, lie opposite to France; Nova Scotia and New England are on a parallel with the Bay of Biscay; and New York and Pennsylvania are opposite to Spain and Portugal.

For descriptions of articles the produce of America, see Imports in Part 1.

GREENLAND.

GREENLAND properly belongs to neither of the two continents, unless, as has been conjectured, it be united to North America, to the north of Davis's straits. It is the most northern country of the western hemisphere of the globe, and reaches, as far as has been discovered, from Cape Farewell, in Lat. 59. 30. to the 78th degree of N. Lat. The eastern coast is commonly called East Greenland, the western West Greenland. The whale fishers, speaking of Greenland, include under this name the islands of Spitzbergen. The western coast of Greenland is washed by Davis's straits. The seas abound in whales with various other sorts of fish. Population, exclusive of those at sea, 19,042. Long. 0. 18. 58. W. Lat. 55. 57. 2. N.

BARROW'S STRAIT, a deep inlet in Baffin's bay, where it was formerly supposed that there was land. In the year 1819, captain Parry, who was sent out by the British government, entered this deep

inlet, about 60 miles broad at the mouth, to which he gave the name of Barrow's strait, after Mr. Barrow, secretary to the admiralty. Advancing as far as the 114th degree of W. long., he wintered in a harbour in an island to which he gave the name of Melville Island. In 1820, he was proceeding farther westward, when he found that his stock of provisions was so far exhausted, as to render his further stay in these desolate regions extremely hazardous. He therefore returned to England in October, sanguine as to the hopes of penetrating into the Pacific ocean, through Behring's straits, and of thus accomplishing the long talked of discovery of a north-west passage to India. In prosecution of this hazardous enterprise, a new expedition was fitted out, under the command of the same able and enterprising commander, which set sail from Britain in the spring of 1821.

This expedition returned to England in October 1823, without having effected its main

main object, that of a discovery of a north-west passage from the Atlantic to the Pacific. Science in general, and geography in particular, have, however, been greatly benefitted by the attempt.

A third expedition for the like purpose as the former ones, has since sailed under the same commander (Captain Parry)^(a) the fate of which has not yet (October 1825) been ascertained.

The following account is taken from a "Journal of a Voyage to Greenland in the Year 1821," by George Wm. Manby, Esq. The work is highly interesting, and abounds with useful information. It is dedicated to Sir Benjamin Bloomfield, as his companion in early life, when cadets at the Royal Military Academy at Woolwich.

At twelve o'clock on April 6, 1821, the Baffin went out of the Queen's dock at Liverpool. On April 23, we crossed the Arctic or northern polar circle in 6. 28. west longitude, about noon, the wind blowing hard.

The swell occasioned by the gale having subsided, harpoons were delivered to the harpooners to be cleaned, sharpened, and the foreganger, or rope immediately attached to the harpoon, to be spanned on the socket at the shank of the weapon. I was much amused with this last process, as there were interwoven in the rope, at distances of two or three feet, pieces of riband of various colours. These decorations I was informed were the gifts of the men's sweethearts; on some, I observed pieces that had undergone the useful office of garters; this at once elucidated the "magic spell," as they were intended to animate the powers of the harpooner, who derives fame, and consequently the approbation of his lass, in proportion to the number of whales he is able to strike and to capture.

Were I to give my sentiments of this whole icy region, that cuts off the communication with the east side, I should imagine that as far as relates to the way, the journey might be practicable; for the plains of ice did not

seem so dangerous, or the pits in it so deep as they are said to be.

The whale fishery having, until a few years since, been confined to the northward, about the latitude of 78 deg. north, and never exceeding the longitude of 2 deg. west, no ships consequently ever approached near the coast of Greenland. Captain Scoresby, however, deviating from the accustomed track of the whale fishers, in 1817, penetrated into the western ice, and made the same land seen by us this day, and which appears to be that discerned in 1654, by Gaal Hamkes, and which is laid down in modern charts and called after its discoverer.

An expedition of two ships, I have ascertained, might be sent out fully equipped for £8,000 or £10,000, capable of performing a voyage of six or eight months; but if it were permitted that the fishing might be conducted in such intervals as could not be appropriated to discovery, the expense would possibly be reduced to £6,000. In the success of such an expedition, I am most sanguine, and, were I blessed with fortune, I would not wish to increase the burdens of my country with the expense, but gladly bear the charge of the undertaking, in the confident expectation that much valuable information would be derived, beneficial to mankind, and honourable to the fame of England.

At day-light on September 8, I heard this joyful sound vociferated, "land right a-head;" and before it could be distinctly seen I was on the deck, and soon after heard it pronounced to be Great Ormes Head, on the coast of Wales.

Not having been on shore for twenty-two weeks, I availed myself, as may be supposed, of the first boat that left the ship, and it was not without the warmest feelings of a grateful heart to the goodness of Providence, that I again set my foot upon my native land; for my health and age had been considered by my friends to be incompatible with so arduous an undertaking.

CANADA.

As to the Importation of Corn into the United Kingdom, see p. 2. and 78.

North America comprehends all that part of the western continent which lies N. of the isthmus of Darien, in about the 9th degree of N. latitude; and extends to the polar regions, where its boundaries are unknown. Its eastern extremity on the coast of Labrador is in 55. and its western (Cape Prince of Wales, Behring's straits), in 165. long. from Greenwich. The possessions of Great Britain in North America are of considerable extent, but of very inferior popu-

lation. Of British-born subjects the number is exceedingly small, the chief part being French and natives; and, while the population of the United States rises, as we have seen, to ten or eleven millions, the whole amount of the population of our remaining colonies on the western continent has been stated as scarcely amounting to three hundred thousand. These colonies may be most conveniently regarded as comprising the four provinces of Upper Canada, Lower

(a) Captain Parry is the son of a very eminent Physician of Bath, lately deceased, whose posthumous works are now publishing by Dr. Parry, a brother of Captain Parry.

Canada, New Brunswick, and Nova Scotia. New Britain, or the entire district round Hudson's bay, together with the island of Cape Breton, are included in the government of Lower Canada; as are the islands of St. John and Newfoundland in that of Nova Scotia. But the troops at Newfoundland are under the military command of the Governor-General of the four provinces, who resides at Quebec.

UPPER AND LOWER CANADA.

Of these possessions, Upper and Lower Canada hold decidedly and by far the most important rank; these provinces, comprehending the whole of what was originally called New France, or French Canada, as ceded to Great Britain by the French in the treaty of Paris, 1763, are bounded on the N. by Hudson's bay, East Maine, and Labrador; on the S. by the United States; on the E. by Labrador, the bay of St. Lawrence, and New Brunswick; and on the W. by lake Winnipeg, and its confluent streams. From its extreme boundary, the gulf of St. Lawrence in the E. to the Winnipeg lake in the W., this district stretches over the North American continent from 64 to 97 W. longitude, comprehending about 1,200 geographical miles; and its extreme breadth, from lake Erie in the S., or N. lat. 43, to Hudson's bay, in 51, is about 480 geographical miles. Its mean breadth, however, does not exceed 200 miles. The division of this country into the two provinces of Upper and Lower Canada took place by an act of 31 Geo. III.; they are separated from each other by the river Utawas, or more accurately by a line which commences on the north bank of lake St. Francis, in the river St. Lawrence; runs thence in a northerly direction to the Utawas river, and then due north till it reaches the boundary of Hudson's bay. All the territory to the westward and southward of this line is comprehended in Upper Canada, having for its capital the town of York, on the river Don. Lower Canada lies on both sides of the mighty stream of the river St. Lawrence; having for its capital the city of Quebec, which may, in fact, be regarded as the metropolis of the British possessions in this part of the globe. The commerce of the Canadian provinces has rapidly increased within these thirty years, prior to which it was of little consideration. The mercantile men are mostly British adventurers, though several Americans of the same description have lately settled at Montreal. At Quebec there are ship-building establishments, which are supplied with iron-work from the interior, and cordage and rigging from England. The East India and British manufactured goods imported annually into Canada, average about £250,000;

tea and tobacco are the principal imports from the United States, with whom the whole amount of the import trade may be taken at about one-half of that of Great Britain. The imports from England principally consist of earthenware, hardware, household furniture, woollen, linen, and cotton manufactures, haberdashery, and hosiery of all sorts, besides stationary, leather-articles, grocery, wines, spirits, all kinds of West India produce, cordage, and the coarse articles of iron manufacture. In some parts of Canada, manufactures of coarse linen goods and of woollen cloths are carried on, but Great Britain supplies most of these articles. The principal exports from Canada consist of various kinds of furs, pelts, wheat, flour, biscuit, timber, lumber of all sorts, dried fish, oil, ginseng, and different kinds of medicinal drugs.

NOVA SCOTIA. The province now known by this name consists only of the peninsula formed by the bay of Fundy and the Atlantic ocean; being divided by the straits of Northumberland from the island of St. John on the N., and from New Brunswick W. by a narrow isthmus at the approaching points of Fundy and Verte bay. It is not more than 250 miles long from cape Sable to cape Canso, and about 88 miles broad, containing 8,789,000 acres of land, of which about 3,000,000 have been granted, and 2,000,000 settled and cultivated. Nova Scotia is said to contain several harbours equal to any in the world. The bay of Fundy stretches inland 50 leagues, and the ebb and flow of the tide in it throughout is from 45 to 60 feet. The chief town is Halifax, situated in about the centre of the eastern coast, and well calculated for communications inland or outward. The harbour is excellent, and the town contains upwards of 5,000 inhabitants. Chedabucto harbour, at the northern extremity, and Annapolis bay, the basin of Minas, and Windsor bay, in the W., are also commodious harbours. Here are three considerable British forts. The entire population of the province is calculated at about 50,000. Great Britain imported, previously to the new settlements, about £26,500 into the colony per annum, in linen and woollen cloths chiefly, and grain. Perhaps the present average of British imports may be taken at £30,000. Nova Scotia exports to England, in return, from 40 to £50,000 annually in timber, and the produce of her fisheries. Spruce, hemlock, pine, fir, and beech abound. Nova Scotia trades in lumber of all sorts, except oak-staves; horses, oxen, sheep, and all other agricultural productions, except grain; and the northern and eastern parts of the province abound in coal. The climate, however, is unfavourable to the health of Europeans,

ropeans, foggy, and extremely cold in the winter months. Copper has been found in small quantities at cape d'Or, or the basin of Minas.

Fishing Banks. The situation of Nova Scotia, in respect to the fisheries, is represented as scarcely inferior to that of Newfoundland. At the Sable islands, as the banks off cape Sable are called, Brown's and St. George's, are myriads of cod-fish taken annually, which constitute the staple of the province, and form an invaluable nursery for a hardy race of seamen.

CHALEUR BAY, a large bay of the Atlantic, in the gulf of St. Lawrence, between the province of New Brunswick and the south part of Canada. Long. 65. W. Lat. 48. N.

QUEBEC, capital of Canada, situated on a promontory on the north-west side of St. Lawrence, formed by that river and the St. Charles. The basin of Quebec is sufficiently capacious to contain 100 sail of the line. The exports are grain, flour, timber, lumber, ashes, &c. In return, all the manufactured articles of Europe are imported. Long. 71. 10. W. Lat. 46. 50. N.

Extract of a Private Letter, dated Cape Breton, 13th May, 1823.—It frequently happens that a ship, bound from England to Quebec, strikes soundings on the banks of Newfoundland, and shapes her course thence to pass between Cape North on this island, and Cape Ray on Newfoundland, into the gulf of St. Lawrence, without seeing the land, which is hid in fog, and, unable to make a proper allowance for a current that sometimes runs at the rate of four miles an hour, is swept away to the westward, and runs, with a leading wind, on our iron-bound shores, where her commander fancies he is steering directly into the gulf; a misfortune that is too often announced by the bodies of the unhappy mariners, and the fragments of their vessels, with which our shores are strewn. It should be made known that there is a settlement in Aspy Bay, to the southward and westward of Cape North, as, for want of this information, many an unfortunate seaman has perished from cold and hunger, after escaping shipwreck; and that vessels of any draught of water may safely anchor round the island of St. Paul, as wind and weather may require. The soundings, at half to three-quarters of a mile, are seven and eight fathoms. On the south-east, as well as on the north-west side of the island, is a cove, where boats may land, and water be procured."

MONTREAL, the second town of the province of Canada in point of size. It is the grand dépôt of the principal trading company of North America, who carry on the fur trade, and whose concerns are of vast

extent and importance. It is also the channel through which is carried on the commerce between Canada and the United States. The harbour is not large, but always secure for shipping during the time the navigation of the river is open. Long. 73. 35. W. Lat. 45. 31. N.

CAPE BRETON, a large island in the gulf of St. Lawrence, about 100 miles in length, and from 20 to 34 in breadth. It is separated from Nova Scotia by a narrow strait called the gut of Canso, about a league wide, and is about 60 miles from Newfoundland, the intervening space forming the entrance into the gulf of St. Lawrence. Louisburg is the best harbour of the island. The harbour of St. Peter's, also at the west end of the island, is a convenient station for carrying on the fishery. At present the inhabitants catch only about 30,000 quintals of fish, which are shipped for Spain and the Straits, principally by merchants from Jersey, who yearly resort thither, and keep stores of supplies for the fishermen. The peltry trade carried on from this island is very inconsiderable, consisting merely in the skins of a few lynxes, elks, musk rats, wild cats, bears, otters, and foxes. Greater advantages are derived from the coal mines which are situated near the entrance of the harbour, the working of which, and the fishery, are the chief employment of the inhabitants. It lies between 45. 28. and 47. N. Lat., and 59. 44. and 61. 29. W. Long., and is about 135 miles E. of Halifax.

The principal Ports are **ARISCHAT** and **SYDNEY**.

PRINCE EDWARD'S ISLAND is near the coast of Nova Scotia, in the gulf of St. Lawrence, remarkable for a colony of Highland emigrants from Scotland, settled there by the Earl of Selkirk, in 1803. It was formerly called St. John's Island. Long. 63. 0. W. Lat. 56. 30. N.

NEW BRUNSWICK is bounded on the E. by the bay of Fundy, the British province of Nova Scotia, and the Atlantic ocean; on the W. by the British province of Lower Canada; on the North by the gulf of St. Lawrence; and on the S. by Maine, a part of the United States. The river St. Croix, which falls into the bay of Passamaquady, forms the southern boundary, from its mouth to its source. Its chief towns are, St. John, Frederic town, St. Andrew, and St. Ann. The principal rivers are St. John, Magedavic, Diwasset, St. Croix, Miramichi, Grand Codiac, Petit Codiac, and Memramcook, all of which, the three last excepted, empty themselves into the bay of Fundy. The river St. John runs through a fine country of vast extent, being bordered by low grounds, locally called *intervals*, as lying between the river and the mountains,

mountains, and which are annually enriched by the inundations. It is navigable for vessels of 50 tons above 60 miles of its course, and for boats above 200, the tide flowing about 80 miles. Salmon, buss, and sturgeon, abound in its waters. The greater part of these lands are settled, and under cultivation. The upland is generally well timbered; the trees are pine and fir (the former the largest in British America), beech, birch, maple, elm, and a small proportion of ash. Timber and fish have hitherto been the principal exports of New Brunswick; but the gradual clearing of the country, and increase of population, bid fair to render it an important agricultural district. The Apalachian chain of mountains penetrates the N.W. of the province, and terminates at the gulf of St. Lawrence. The sea-coast abounds with cod and scale-fish, and its numerous harbours are most conveniently situated for carrying on the cod-fishery, to any extent imaginable. The herrings which frequent its rivers are a species peculiarly adapted for the West India market, and are found annually in such abundance that the quantity cured is limited only by the number of hands that can engage in this occupation. The interior is every where intersected by rivers, creeks, and lakes, and covered with inexhaustible forests of pine, spruce, birch, beech, maple, elm, fir, and other timber, proper for masts of any size, lumber, and ship-building. The smaller rivers afford excellent situations for saw mills, and every stream, by the melting of the snow in the spring, is rendered deep enough to float down the masts and timber which the inhabitants have cut and brought to its banks during the long and severe winters. The capital is Frederic town, on the river St. John. St. Andrew's and St. Ann's are also principal towns.

HUDSON'S BAY, a large bay of North America, situated to the north of Canada, reaching, in its whole extent, from Long. 78. to 95. W., and from Lat. 52. to 68. N. The Hudson's Bay Company have several settlements and forts, especially on the west coast, where their agents carry on a traffic with the Indians for beaver skins and other valuable furs. The country about Hudson's Bay, the eastern part of which is termed East Maine, and the western districts New North and South Wales, constitutes another of the unconquered regions of America. Several different tribes of natives resort to the factories of the Hudson's Bay company, but their characteristics have not been hitherto ascertained or defined. The Eskimos are indigenes in the northern part. The chief rivers of this district are the Saskashawin, or Nelson, and the Severn; the latter is broad and deep, but its course is not very considerable, being estimated at only 400 English miles. To the southward the principal rivers pass under the names of the Albany, Moose, Abitib, and Hurricana,

but they are all obstructed by shoals and cataracts. The climate is excessively severe: in the winter the ice on the rivers attains to a thickness of eight feet, and the rocks are sometimes rent asunder with the most tremendous noise. The sun is invested with a large conical light of a yellowish hue both at his rising and setting; and what have been termed mock suns are frequent. The aurora borealis exhibits a most splendid appearance in this latitude, and the stars emit a fiery beam over this icy and cheerless region. The quadrupeds and birds are the same with those of Labrador and of Canada. Of trees, the dwarf larch, called here the juniper, is found: the wisha capucca, called American tea, is drank in infusion. An exclusive trade was granted in 1670 by Charles II. to the governor and company of adventurers of England trading into Hudson's Bay. They were to have the sole trade and commerce of and to all the seas, bays, streights, creeks, lakes, rivers, and sounds, in whatsoever latitude, that lie within the entrance of the strait commonly called Hudson's Streights, together with all the lands, countries, and territories, upon the coasts of such seas, bays, and streights, which were then possessed by any English subjects, or the subjects of any other Christian state, together with the fishing of all sorts of fish, of whales, sturgeon, and all other royal fish, together with the royalty of the sea.—But this extensive charter has not received any parliamentary confirmation or sanction.

HUDSON'S HOUSE, one of the Hudson Bay Company's factories in North America, lies on the south-west side of Suskashawan river, 100 miles E. of Manchester House, and 167 S.E. by E. of Buckingham House. Long. 106. 27. 20. W. Lat. 53. 0. 32. N.

NEWFOUNDLAND, an island on the east side of the gulf of St. Lawrence, separated from the coast of Labrador on the north by the streights of Belesle, which is about 21 miles wide. It is situated between Lat. 46. 45. and 51. 46. N.; and between Long. 42. 31. and 59. 40. W. from Greenwich; being 331 miles long, from 40 to 287 miles broad, and about 900 miles in circumference. Cod-fishing is the universal business; and besides their dwellings, they have offices and store-houses for preparing and laying up their fish, till the time arrives for sending it into Europe on their own account, or selling it to vessels which come there to purchase it in exchange for European goods. Great Britain and the United States, at the lowest computation, annually employ 3,000 sail of small craft in this fishery; on board of which, and on shore to cure and pack the fish, are upwards of 100,000 hands. The cod are nearly in an equal plenty along the shores of Newfoundland, Nova Scotia, New England, and the isle of Cape Breton; and very profitable fisheries are carried on upon

all their coasts. The principal ports are
BAY OF BULLS—BURIN—FOGO—FER-
RYLAND—FORTUNE BAY—HARBOUR

GRACE—PLACENTIA—ST. JOHN'S—ST.
LAWRENCE—TREPASSY—TRINITY.

BRITISH WEST INDIES.

As to the importation into the United Kingdom of goods the produce of America, and as to importation into British Possessions in Asia and Africa, see p. 1—5.

WEST INDIES. Under this denomination is comprehended that immense chain of islands which extend in a curve from the Florida shore on the northern peninsula, to the gulf of Venezuela on the southern. This name was given to them by Columbus, under the notion that they formed part of the Indian continent, to which it was the object of his first voyage to find a western passage; and the name has still been retained, though the mistake has been discovered. The following is a list of the principal of these islands:—Curacao, Trinidad, Tobago, Grenada, St. Vincent, Barbadoes, Martinico, Dominica, Mary Galante, Guadaloupe, Antigua, Barbadoes, St. Christopher, St. Eustatius, St. Bartholomew, St. Martin, Anguilla, St. Thomas, Porto-Rico, St. Domingo, Jamaica, Cuba, and the Bahamas, which are frequently included under the general appellation of West Indies. A separate description of all these islands will be found under their respective denominations. These islands abound generally in all tropical productions, such as sugar, cotton, coffee, ginger, indigo, pimento, cocoa, medicinal drugs of various sorts, tobacco, maize, Guinea-corn, peas; fruits in abundance, such as oranges, lemons, limes, shaddocks, citrons, pomegranates, pine-apples, melons, &c. The mountains abound in great varieties of trees, such as cedars, *lignum vitæ*, mahogany, and other trees, some of which take the finest polish, and are admirably adapted for cabinet-work; others are of the largest dimensions, and fit for ship-building. The indigenous quadrupeds are not numerous.

Moneys.—1½ dog = 1 stampe; 6 dogs, or 4 stamper = 1 bit; 1½ bit = 1 moco; 11 mocos = 1 cut-dollar. These are the moneys most generally used in the West India Islands, which are, however, subject to some varieties according to the nation to which they have been at different times subject. The currency of these islands is generally at the rate of about £140 to £100 sterling. *Accounts* are kept here and in all the British West India Islands in pounds currency, each consisting of 20 shillings, and each shilling of 12 pence currency.

For sterling value of other Coins, see Tables in p. xl.

Weights.—A hundred weight makes 100 pounds, each of which is equal to the pound avoirdupois of England.

Measures.—Are the same as in England.

ANTIGUA, an island 21 miles long, nearly about the same in breadth, and 50 miles in circumference. It contains 59,838

acres of land, of which about 34,000 are appropriated to the growth of sugar, including those which are annexed as pasture grounds. The other principal staples are cotton, wool, and tobacco, and in favourable years great quantities of provisions are raised. Antigua has not a single spring or rivulet of fresh water in it. However, the water preserved in cisterns is very pure, light, and wholesome. Antigua lies between Long. 61. 38. and 61. 53. W., and between Lat. 17. and 17. 12. N.

Principal Ports, BARHAM and ST. JOHN'S.

BARBADOES, one of the Carribbees, and the most eastern of the West India islands, is about 21 miles in length and 14 in breadth, and contains 106,470 acres of land, most of which is under cultivation. It lies 20 leagues east from St. Vincent, which may be seen in a clear day; 25 from St. Lucie, 28 south-east from Martinico, 60 north-east from Trinidad, and 100 south-east from St. Christopher's. Long. 59. W. Lat. 13. 10. N.

Principal Ports, BRIDGE TOWN, HOLETOWN, OISTENS, and SPEIGHT'S TOWN.

DOMINICA lies between Lat. 15. 10. and 15. 36. N., and between Long. 61. 17. and 61. 32. W., being about 29 miles in length from north to south, and 16 miles broad from east to west. The forests afford an inexhaustible quantity of rose wood, so esteemed by cabinet makers. The fruits and other productions are similar to those in the neighbouring islands; but the soil being generally thin, is more adapted to the rearing of cotton than sugar.

Principal Port, ROSEAU.

GRENADA, an island about 20 miles long from north to south, and about 10 broad in the centre, but gradually narrowing towards both extremities. It is situated in a spacious bay on the west of the island, not far from the south end, and possesses one of the safest and most commodious harbours for shipping in the British West Indies.

Principal Ports, GRENVILLE HARBOUR and ST. GEORGE'S.

JAMAICA, the most considerable and valuable possession in that quarter. It is of an oval form, about 150 miles in length, and, on a medium, about 40 miles in breadth. It has the island of St. Domingo, at the distance of 30 leagues, to the east; the island of Cuba, about the same distance, to the north; the gulf of Honduras to the west; and Carthagea, on the continent of South America, to the south, distant 145 leagues. The most important articles of export produced in this island are, sugar, rum, molasses, coffee, cocoa, cotton, indigo, pimento, and ginger.

ginger. The cultivation of sugar was introduced about the year 1673; and from this period it has gradually increased. Jamaica was discovered by Columbus in 1494. He was afterwards shipwrecked on it in 1503; and remained in a wretched situation rather more than twelve months. Long. 76. 45. W. Lat. 18. 12. N.

Principal Ports, ANNATTO BAY—FALMOUTH—KINGSTON—MONTEGO BAY—PORT ANTONIO—PORT MARIA—PORT MORANT—PORT ST. ANN'S—SAVANNAH LE MAR—ST. LUCIA.

MONTSEERAT, as to its climate, soil, animals, and commerce, is pretty much the same with the other English Caribbee islands. The mountains produce cedars, cypress trees, the iron tree, with other woods, and some odoriferous shrubs. It is well watered and fruitful. The seas abound with fish. Long. 61. 6. W. Lat. 16. 45. N.

NEVIS, said to have received its name from Columbus, who discovered it, from an opinion that the top of it was covered with snow. It is a beautiful spot, and little more than a single mountain, whose base is about 23 miles in circumference. Long. 62. 35. W. Lat. 17. 14. N.

ST. KITT'S, or ST. CHRISTOPHER'S, an island discovered in 1493 by Christopher Columbus, who bestowed upon it his own name. It is about 15 miles in length, and in general about 4 in breadth; but towards the eastern extremity it is not more than three; and between that part and the rest of the island is a strip of land three miles in length, which does not measure half a mile across. St. Christopher's is separated from the small island of Nevis by a narrow channel, and it constitutes, along with this latter island, Antigua, Montserrat, and the Virgin islands, a separate government.

Principal Ports, BASSETRE and SANDY POINT.

ST. LUCIA, one of the Caribbee islands, about 27 miles long from north to south, and 12 broad. Here are several commodious bays and harbours with good anchorage, particularly the Little Careenage. 18 miles S. of Martinique, and 63 N.W. of Barbadoes. Long. 60. 30. W. Lat. 13. 37. N.

Principal Port, CASTRIES.

ST. MARTIN, an island in the West Indies, about five leagues in length, and four in its greatest breadth. The island is chiefly valuable for its salt pits, and salt-water lakes. Long. 63. 8. W. Lat. 18. 4. N.

ST. VINCENT, an island about 40 miles in length and 10 in breadth. Its towns are Kingston, the capital, and Richmond; the others are villages or hamlets, at the several bays and landing places. The islands dependent on the St. Vincent government are Bequia, Union, Canouane, and Mustique. There are likewise the little islets of Petit

Martinique, Petit St. Vincent, and Ballesau, each of which produces a little cotton. The other productions are cinnamon, mango, sassa-mum, vanilla, China tallow tree, camphor, gum, and storax.

TOBAGO, one of the Caribbee islands, about 25 miles in length, from south-east to north-west, and about 12 in its greatest breadth. - Indian corn, Guinea corn, peas, beans, French beans, figs, pine-apples, pomegranates, oranges, lemons, limes, plantains, bananas, grapes, guavas, tamarinds, prickly pears, papas, and a variety of other fruits which are not to be found in Europe. The cocoa-tree grows here to such perfection, that the Indians call it God's Tree, as producing both meat, drink, and clothing. Long. 60. 30. N. Lat. 11. 16. N.

TORTOLA, the principal of the Virgin Islands, 18 miles long and seven broad. It produces excellent cotton, sugar, and rum. Long. 63. 0. W. Lat. 18. 33. N.

TRINIDAD is the largest, most fertile, and most beautiful of all the Leeward islands. Trinidad is capable of producing every article for the West India market, equally, if not superior in many, to any other of the Windward islands. Its sugar is excellent.

BAHAMAS, or LUCAYOS ISLANDS, in the Atlantic ocean, situated opposite to the coast of Florida. They comprehend, under that denomination, all that chain of West India islands lying to the north of Cuba and St. Domingo, and situate between the 21st and 28th degrees of N. Lat. and the 71st and 81st degrees of W. Long. One valuable article of exportation from the Bahamas is salt. In many of the islands there are valuable natural salt ponds, from which, in dry seasons, great quantities of salt are exported.

Principal Ports, CROOKED ISLAND—EXUMA—NASSAU—ST. GEORGE'S—TURK'S ISLAND.

BERMUDAS, or SOMERS' ISLANDS, a cluster of small islands in the Atlantic ocean, in number about 400, but for the most part so small and barren, that they have neither inhabitants nor name. They were discovered by Juan Bermudas, a Spaniard, in the year 1522, whence they derived their first name. The other name of Somers' islands they have received from Sir George Somers, an Englishman, who was wrecked on them in the year 1609, and who established the first settlement after his shipwreck. The largest of these islands, St. George, which is 16 miles long, and two in breadth; St. David, Cooper, Ireland, Somersset, Long island, Bird island, and None-such.

DEMERARA. Its extent of sea coast is nearly 100 miles, running west, and by north and west; it is bounded on the east by the province of Berbice, and to the west-

ward by that of Essequibo. The exports comprise sugar, rum, coffee, cotton, and molasses.

Principal Port, STABROCK.

BERBICE, a district of Guiana, which formerly belonged to the Dutch, but is now in possession of Britain, having been finally ceded to this country by the peace of Paris in 1814.

BAY OF HONDURAS, a very large and convenient bay, situated between the Cape Honduras, in Lat. $15\frac{1}{2}$. 0. N., and that of Coteche, at the eastern extremity of the province of Yucatan, in $21\frac{1}{2}$. 0. N. It is well known from the settlements which the British have made in it, for the cutting down of mahogany and dye-woods. Of fisheries, the most profitable, and consequently the most pursued in this country, is that of the turtle. A few of the turtle find their way to the London market. The taking of the species called the hawk's bill is particularly desirable, from the value which is affixed to its shell: this in Europe usually obtains the name of tortoise-shell, and is manufactured into a variety of ornamental articles. Independent of the mahogany and

logwood trees, there is a great variety of other kinds. The three species of the mangrove, red, white, and black: that of the former colour is greatly preferred for the firmness of its texture and its extraordinary durability: the bark it furnishes has been thought little inferior to that of the oak, when applied to the purpose of tanning leather. The Santa Maria, sapodilla, and sea-grape trees, are all found extremely useful. Cedar is also found plentiful and large. In all directions, the approach of the extensive coast which lies contiguous to the bay of Honduras is attended with imminent anxiety and danger. On taking a departure from Honduras, the hazard becomes, if possible, greater than that of approaching it. The first object to attain in this instance is to make what are called the Northern Triangles, which are three keys immediately close together, distant in a north-north-east direction, about 10 leagues from Balize. A further departure is then taken for Cape Antonio, on the west side of the island of Cuba. The making of this last place is considered as most important on the voyage homeward.

House of Commons, Monday, March 21, 1825.

MR. HUSKISSON. It had long been an object to confine all colonial commerce to the mother country, and that had become part of the international law of Europe; but of late years a great change had taken place in the Brazils, St. Domingo, and the states of South America: with all those a free trade had now taken place. The house was called on to inquire if, amidst so great changes, a change ought not also to take place in our own colonial policy. The change had been found beneficial to the colonies themselves, and in the long run a monopoly could not be continued, without weakening the attachment of the colonies, and injuring commerce itself. The commerce of America was also to be taken into the account, in looking at the state of our own commerce; this country would illustrate the history of a perseverance and relaxation in the system of our colonial policy. Up to 1770, Ireland had been held in a complete subserviency to Great Britain. Soon after it was proposed to allow it to export some of its own articles to foreign countries. The proposal was solemnly opposed, and it was said that Ireland should be contented with what she had received; for she had been allowed to export butter and beef, and to clothe her troops with her own manufactures. Petitions from all quarters poured into the house, and the proposed boons were refused. The Glasgow petition stated, that the petitioners had an hereditary right to the sugar trade. From Liverpool it was stated, that should the boons be conceded to Ireland, Liverpool would be reduced to her primitive insignificance; but in 1779, commercial prejudices were silenced by state necessity, and we were forced to make the proposed concessions without a grace. From time to time the restrictions were diminished, and the last of them were taken off two years ago. He would ask any man, had any of the evils anticipated been realised; and England had shared in the advantages of the new system equally with Ireland. Nothing had so much contributed to the prosperity of Liverpool as the free trade with Ireland; though at a former period they had anticipated nothing from it but ruin. From all he had stated, he thought there could be little doubt as to the result, which was this—that *a system of exclusion and monopoly did certainly tend to impede the prosperity and cramp the energies of the colonies*; and he maintained, that the legitimate inference from this position was, that the system which could impede and cramp the prosperity of the colonies, could not be otherwise than injurious

jurious to the parent state (hear, hear). Under these circumstances, he should now recommend to the committee to grant several privileges to the Americans. In doing that, however, he should feel bound to ask, whether we were justified in withholding from other powers those privileges which we granted to the United States, and whether Swedish or Hamburg vessels or ships, from any part of Germany, ought to be excluded from the benefit of those measures which he now proposed? Were we or ought we to be more jealous of their commercial rivalry than of that of the Americans? He meant, therefore, to say that he should have no objection to grant the same privileges to all the powers of Europe, who were willing to act upon the principle of reciprocity of advantage. That, however, was not all: he thought we ought to go still further, and he should therefore propose to place the trade of the colonies with Europe on the same footing as our own trade with the isle of Jersey and Ireland (hear). He did not look merely to the commercial benefits that would arise from this change of system. He thought it would be productive of more extensive and solid advantages; he believed it would introduce a new description of inhabitants into the colonies, a new sort of commerce, and even beyond that, a different kind of agriculture.—The colonies would not only produce sugar, but also silk and indigo. We should also see in those colonies a much larger proportion of white inhabitants, an immense advantage both to the colonies and the mother country.

House of Lords, Monday, March 21, 1825.

Earl BATHURST, in moving the second reading of this bill, entered into a history of the law respecting colonial intercourse, and stated the object of the present measure. After describing the dispute which had arisen with the United States on the subject of trade with the British colonies, he observed, that in all former measures for regulating the colonial trade, prohibition was the rule, and admission the exception; whereas in the present bill admission formed the rule, and prohibition the exception. Besides the regulation of the colonial trade, the extension of the *Warehousing System* was another object of this bill. The part which related to that object allowed all goods to be warehoused either for importation or exportation, and authorized re-exportation without subjecting the merchandize to any additional duty. There were certain articles which after importation could not be exported without paying a duty imposed for the protection of British trade; but it was not thought necessary that this protection should any longer exist. Warehouses might therefore be established on a more extensive system than the former state of the law authorized. Their lordships would observe that this was a complete abandonment of what had hitherto been regarded as the English colonial system; but it was an alteration which the changes in the political and commercial relations of other nations with respect to this required. The trade of the colonies would, by this bill, be identified with the trade of the mother country. Formerly no trade was allowed between the colonies and this country, except in British ships; no trade was allowed between one colony and another, except in British ships; and in the same manner no trade was allowed between one port of this country and another, except in British ships. It could no longer be said that we placed our colonies in a worse situation with respect to trade than the United States. The colonies would now not only enjoy the same advantages as the United States, but colonial vessels would be entitled to all the advantages of British ships. They might now trade between one colonial port and another; they might trade between any port of the colonies and this country, or they might trade to other countries; and they might trade from one port to another in this country. In short, the colonies were now placed in the same situation with respect to trade as if they formed parts of the mother country. The changes which Europe and the new world had undergone had naturally produced this change in our colonial system. Whether the states of America which had recently separated from their European connexion would make the same stupendous progress with those which had set them the example remained to be seen. They were still ex-

posed to warfare, and the contest in which they were engaged might be continued; but in the midst of that warfare they presented to other countries the advantages which were to be derived from neutral trade. He concluded by moving that the bill be now read a second time.

The Marquis of LANSDOWN rose to give his support to the motion. The present bill, which proposed to make a most important revolution in the navigation law of this country had his most cordial assent.

The Earl of LIVERPOOL said, *it were to be wished that there should be an end of all systems of prohibition*; but under the present circumstances, he thought that the bill before the house was wisely introduced. A measure had been introduced on this subject, when the noble lord opposite (the Marquis of Lansdown) was chancellor of the exchequer, and he (Lord Liverpool) had felt it his duty to oppose it. He thought that the time and circumstances in which it was brought forward were unfavourable to its adoption. Now, however, circumstances were much changed. South America had nearly effected its entire independence; and when that was once established, he admitted that our colonies ceased to exist as such, but should for the purposes of commerce be considered and treated as integral parts of Great Britain, as much as London, or Liverpool, or any other town in this country. By treating them on that footing, we secured their attachment; and if at any future time they should be separated from us, their separation would thereby be rendered much less dangerous. The bill before their lordships could not be looked upon as an infringement of the navigation laws. It allowed foreign ships to bring to the colonies only the produce of their respective countries, and take back to their own countries the commodities of the colonies; but it did not in any case admit such ships to any part of the carrying trade, so as to take the produce of the colonies between nations to which such ships did not belong. Under these circumstances, he thought the bill entitled to their lordships' most favourable consideration. The following are the acts alluded to.

WAREHOUSING.

Free Warehousing Ports. Kingston, in the island of Jamaica; Halifax, in Nova Scotia; Quebec, in Canada; St. John's, in New Brunswick; and Bridge Town, in the island of Barbadoes, shall be free warehousing ports for the purposes of this act: and it shall be lawful for the several collectors and controllers of the said ports respectively, by notice in writing under their hand, to appoint from time to time such warehouses, at such ports respectively as shall be approved of by them, for the free warehousing and securing of goods therein, for the purposes of this act, and also in such notice to declare what sorts of goods may be so warehoused, and also by like notice to revoke or alter any such appointment or declaration: provided always, that every such notice shall be transmitted to the governor of the place, and shall be published in such manner as he shall direct. 6 Geo. 4. c. 114. § 33.

Warehousing without Payment of Duty. It shall be lawful for the importer of any such goods into the said ports, to warehouse the same in the warehouses so appointed, without payment of any duty in the first entry thereof, subject nevertheless to the regulations hereinafter contained. § 34.

Stowage of Goods.—Locking and Opening Warehouse.—Carrying from and to Warehouse. All goods so warehoused shall be stowed in such parts or divisions of the warehouse, and in such manner as the collector and controller shall direct; and the warehouse shall be locked and secured in such manner, and shall be opened and visited only at such time, and in

in the presence of such officers, and under such regulations as the collector and controller shall direct; and all such goods shall, after being landed upon importation, be carried to the warehouse, or shall, after being taken out of the warehouse for exportation, be carried to be shipped, under such regulations as the collector and controller shall direct. § 35.

Bond upon Entry of Goods.—Fresh Bond. Upon the entry of any goods to be warehoused, the importer of such goods, instead of paying down the duties due thereon, shall give bond with two sufficient sureties, to be approved of by the collector or controller, in treble the duties payable on such goods, with condition for the safe depositing of such goods in the warehouse mentioned in such entry, and for the payment of all duties due upon such goods, or for the exportation thereof, according to the first account taken of such goods upon the landing of the same; and with further condition, that no part thereof shall be taken out of such warehouse until cleared thence upon due entry and payment of duty, or upon due entry for exportation; and with further condition, that the whole of such goods shall be so cleared from such warehouse; and the duties, upon any deficiency of the quantity according to such first account shall be paid within *two years* from the date of the present entry thereof; and if after such bond shall have been given, the goods or any part thereof be sold or disposed of, so that the original bonder shall be no longer interested in or have control over the same, it shall be lawful for the collector and controller to admit fresh security to be given by the bond of the new proprietor or other person having control over such goods, with his sufficient sureties, and to cancel the bond given by the original bonder of such goods, or to exonerate him to the extent of the fresh security so given. § 36.

Goods not duly Warehoused. If any goods which have been entered to be warehoused shall not be duly carried and deposited in the warehouse, or shall afterwards be taken out of the warehouse without due entry and clearance, or having been entered and cleared for exportation from the warehouse, shall not be duly carried and shipped, or shall afterwards be reloaded, except with permission of the proper officer of customs, such goods shall be forfeited. § 37.

Account on Landing.—Entry upon taking Goods out of Warehouse.—Deficiencies. Upon the entry and landing of any goods to be warehoused, the proper officer of customs shall take a particular account of the same, and shall mark the contents on each package, and shall enter the same in a book to be kept for that purpose; and no goods which have been so warehoused shall be taken or delivered from the warehouse, except upon due entry, and under care of the proper officers for exportation, or upon due entry and payment of duty for home use; and whenever the whole of the goods warehoused under any entry shall be cleared from the warehouse, or whenever further time shall be granted for any such goods to remain warehoused, an account shall be made out of the quantity upon which the duties have been paid, and of the quantity exported, and of the quantity (to be then ascertained) of the goods still remaining in the warehouse, as the case may be, deducting from the whole the quantity contained in any whole packages (if any) which may have been abandoned, for the duties; and if upon such account there shall in either case appear to be any deficiency of the original quantity, the duty payable upon the amount of such deficiency shall then be paid. § 38.

Samples. It shall be lawful for the collector and controller, under such regulations as they shall see fit, to permit moderate samples to be taken

of any goods so warehoused without entry, and without payment of duty, except as the same shall eventually become payable, as on a deficiency of the original quantity. § 39.

Sorting and Re-packing.—Abandoning Goods. It shall be lawful for the collector and controller, under such regulations as they shall see fit, to permit the proprietor or other person having control over any goods so warehoused, to sort, separate, and pack and re-pack any such goods, and to make such lawful alterations therein, or arrangements and assortments thereof, as may be necessary for the preservation of such goods, or in order to the sale, shipment, or legal disposal of the same; and also to permit any part of such goods so separated to be destroyed, but without prejudice to the claim for duty upon the whole original quantity of such goods: provided, that it shall be lawful for any person to abandon any whole packages to the officers of customs for the duties, without being liable to any duty upon the same. § 40.

When Goods to be cleared from Warehouse. All goods which have been so warehoused shall be duly cleared, either for exportation or for home consumption, within *two years* from the day of the first entry thereof; and if any such goods be not so cleared it shall be lawful for the collector and controller to cause the same to be sold, and the produce shall be applied, first to the payment of the duties, next of warehouse rent, and other charges, and the overplus (if any) shall be paid to the proprietor: provided, that it shall be lawful for the collector and controller to grant further time for any such goods to remain warehoused, if they see fit so to do. § 41.

Export Bond. Upon the entry outwards of any goods to be exported from the warehouse, the person entering the same shall give security by bond, in treble the duties of importation on the quantity of such goods, with two sufficient sureties, to be approved by the collector or controller, that the same shall be landed at the place for which they be entered outwards, or be otherwise accounted for to the satisfaction of the collector and controller. § 42.

Appointment of other Warehousing Ports. It shall be lawful for His Majesty in council from time to time to appoint any port in His Majesty's possessions in America to be a free warehousing port for the purposes of this act. § 43.

Entry in Canadas. Upon the arrival of any goods at any frontier port in the Canadas, such goods may be entered with the proper officer of customs at such port, to be warehoused at some warehousing port in the Canadas, and may be delivered by such officer to be passed on to such warehousing port, under bond, to the satisfaction of such officer, for the due arrival and warehousing of such goods at such port. 7 and 8 Geo. 4. c. 56. § 36.

Removal of Warehoused Goods to other Ports. Goods warehoused at any warehousing port in any of the British possessions in America, being first duly entered, may be delivered under the authority of the proper officer of customs, without payment of any duty, except for any deficiency thereof, for the purpose of removal to another warehousing port in the same possession, under bond, to the satisfaction of such officer, for the due arrival and re-warehousing of such goods at such other port. § 37.

Into and from what Ports, Goods to be Imported and Exported. No goods shall be imported into, nor shall any goods, except the produce of the fisheries in British ships, be exported from, any of the British possessions in America by sea, from or to any place other than the United Kingdom, or some other of such possessions, except into or from the several ports in such possessions, called "Free Ports," [6 Geo. 4. c. 114. § 2.] viz.

FREE

FREE PORTS.

Kingston, Savannah, Le Mar, Montego Bay, } Santa Lucia, Antonio, St. Ann, Falmouth, } Maria, Morant Bay, Annotto Bay..... }	Jamaica.
Saint George	Grenada.
Roseau	Dominica.
Saint John's	Antigua.
San Josef	Trinidad.
Scarborough	Tobago.
Road Harbour	Tortola.
Nassau	New Providence.
Pitt's Town	Crooked Island.
Kingston	Saint Vincent.
Port Saint George and Port Hamilton.....	Bermuda.
Any Port where there is a Custom House	Bahamas.
Bridge Town.....	Barbadoes
Saint John's, Saint Andrew's	New Brunswick.
Halifax	Nova Scotia.
Quebec	Canada.
Saint John's	Newfoundland.
George Town.....	Demerara.
New Amsterdam	Berbice.
Castries	Saint Lucia.
Basseterre	Saint Kitt's.
Charles Town	Nevis.
Plymouth	Montserrat.

How Privilege of Free Ports may be extended to other Ports.—Fisheries.
 Provided that if His Majesty shall deem it expedient to extend the provisions of this act to any ports not enumerated above, it shall be lawful for His Majesty by order in council to extend the provisions of this act to such ports (a) and from and after the day mentioned in such order in council, all the privileges and advantages of this act, and all the provisions therein contained, shall extend to any such ports respectively. Provided also, that nothing herein-before contained shall extend to prohibit the exportation of the produce of the fisheries from any places in any of the said possessions in British ships, nor to prohibit the importation or exportation of goods, into or from any places in Newfoundland or Labrador in British ships. § 3.

Privileges granted to Foreign Ships limited. And whereas by the law of navigation foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods the produce of those countries, and to export goods from such possessions to be carried to any foreign country whatever: and whereas it is expedient that such permission should be subject to certain conditions, it is therefore enacted, that the privileges thereby granted to foreign ships (b) shall

(a) *Kingston and Montreal.* By 7 and 8 Geo. 4. c. 56. § 35, the ports of Kingston and Montreal in the Canadas are appointed warehousing ports for the warehousing of goods brought by land or inland navigation, and of goods imported by sea in British ships.

(b) See page 2.

be limited to the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, upon the footing of the most favoured nation, unless His Majesty by his order in council shall in any case deem it expedient to grant the whole or any of such privileges to the ships of any foreign country, although the conditions aforesaid shall not in all respects be fulfilled by such foreign country. § 4.

Limitation as to Privilege of Foreign Ships. No foreign country shall hereafter be deemed to have fulfilled the conditions so prescribed by the foregoing act, as to be entitled to the privileges therein mentioned, unless such foreign country had in all respects fulfilled those conditions within twelve months next after the passing the said act, that is to say, on or before July 5, 1826. [Date so in act.] 7 & 8 Geo. 4. c. 56. § 41.

What Countries entitled to Privileges of British Ships. No foreign country shall hereafter be deemed to have fulfilled the before-mentioned conditions, or to be entitled to the privileges aforesaid, unless and until His Majesty shall, by some order or orders to be by him made by the advice of his privy council, have declared that such foreign country hath so fulfilled the said conditions and is entitled to the said privileges. § 42. [As to American Navigation, Laws and British Orders in Council, see page 615.]

Former Acts. Nothing contained in this or any other act passed in the present session of parliament, shall extend to repeal or in any way affect the acts of 4 Geo. 4 c. 77. and 5 Geo. 4. c. 1. and that all trade and intercourse between the British possessions and all foreign countries shall be subject to the powers granted to His Majesty by those acts. 6 Geo. 4. c. 114. § 5.

What ships deemed to be of the Country she belonged to. Until the expiration of ten years, to be computed from the 24th June, 1822, every foreign ship which previous to that day had been engaged in trade between any of the British possessions in America, and other places in America, shall, for the purposes of this act, be deemed to be a ship of the country or place to which she had then belonged, if still belonging thereto. § 6.

Goods Prohibited or Restricted. The several sorts of goods hereinafter enumerated are hereby prohibited to be imported or brought, either by sea or by inland carriage or navigation, into the British possessions in America, or into the island of Mauritius, or shall be so imported or brought, only under the restrictions mentioned herein, viz.

PROHIBITIONS AND RESTRICTIONS. (a)

Gunpowder,
Arms,

(a) *France.* By order in council, dated June 1, 1826, it is stated, that whereas the conditions mentioned and referred to in and by the act of 6 Geo. 4. c. 114. § 4. [p. 599*], have not in all respects been fulfilled by the Government of France, but nevertheless His Majesty doth deem it expedient to grant certain of the privileges aforesaid to the ships of France; His Majesty doth therefore declare and grant, that it shall be lawful for the French ships to import into any of the British possessions in the West Indies and America, from the dominions of His Most Christian Majesty,

* See Treaty in page 743.

Ammunitions

Ammunitions or Utensils of War,

Beef, (a) fresh or salted, } except into Newfoundland,
Pork, (a)

Prohibited to be imported, except from the United Kingdom, or from some other British possession.

Tea,

Prohibited to be imported, except from the United Kingdom, or from some other British possession in America, unless by the East India Company, or with their licence.

Fished, dried or salted,

Train Oil, Blubber, Fins, or skins, the produce of creatures living in the sea,

Prohibited to be imported, except from the United Kingdom, or from some other British possession, or unless taken by British ships fitted out from the United Kingdom, or from some British possession, and brought in from the fishery, and except Herrings from the Isle of Man, taken and cured by the inhabitants thereof.

Coffee, (a)

Cocoa Nuts, (a)

Sugar, (a)

Melasses, (a)

such goods being the produce of those dominions as are mentioned in the Table subjoined to this present order, and to export goods from such British possessions, to be carried to any foreign country whatever.

TABLE.

Wheat,	Shingles,
Flour,	Red Oak Staves, or Headings,
Biscuit,	White Oak Staves, or Headings,
Bread,	Wood,
Meal,	Lumber,
Pease,	Wood Hoops,
Beans,	Live Stock,
Rye,	Hay and Straw,
Callavances,	Coin and Bullion,
Oats,	Diamonds,
Barley,	Salt,
Indian Corn,	Fruit and Vegetables, fresh,
Rice,	Cotton Wool.

All articles subject on importation to a duty *ad valorem*, and on which articles the amount of such duty shall not at the time of importation exceed £7 10s. for every 100lbs. of the value of the same.

Small Vessels Importing Prohibited Goods. By 7 & 8 Geo. 4. c. 56. § 38, if any goods which are prohibited to be imported into any place in the British possessions in America, be imported, contrary to such prohibition, in any vessel which is of less burthen than seventy tons, such vessel shall be forfeited; and the tonnage of such ship or vessel shall be ascertained in the same manner as the tonnage of British registered ships is ascertained. [See page 344.]

(a) See note in next page.

Rum, (a)

Being of foreign production, or the production of any place within the limits of the East India company's charter, except the island of Mauritius, prohibited to be imported into any of the British possessions on the continent of South America or in the West Indies, except the Bahama or Bermuda islands, or into the island of Mauritius, and may also be prohibited to be imported into the Bahama or the Bermuda islands by His Majesty's order in council.

Base, or Counterfeit Coin.

Books, such as are prohibited to be imported into the United Kingdom: (b)

Prohibited to be imported.

And if any goods shall be imported or brought into any of the British possessions in America, (c) or into the island of Mauritius, (c) contrary to any of the prohibitions or restrictions mentioned in such table in respect of such goods, the same shall be forfeited. § 7.

Coffee, Cocoa, Sugar, Melasses, Rum. All coffee, cocoa nuts, sugar, melasses, and rum, (although the same may be of the British plantations) imported into any of the British possessions in America, into which the like goods of foreign production can be legally imported, shall upon subsequent importation from thence into any of the British possessions in America, into which such goods, being of foreign production, cannot be legally imported, or into the island of Mauritius, or into the United Kingdom, be deemed to be of *foreign* production, and shall be liable, on such importation respectively, to the same duties or the same forfeitures, as articles of the like description, being of foreign production, would be liable to, unless the same shall have been warehoused under the provisions of this act, and exported from the warehouse direct to such other British possession, or the island of Mauritius, or to the United Kingdom, as the case may be. § 8.

DUTIES payable upon Spirits, being of the Growth, Production, or Manufacture of the United Kingdom, or of any of the British Possessions in America or the West Indies, imported into Newfoundland or Canada.

Spirits, viz. imported into Newfoundland; *viz.*

... the produce of any of the British possessions in South America or the West Indies, *viz.*

(a) By 7 & 8 Geo. 4. c. 56. § 28, so much of the above act as prohibits the importing or bringing into any of the British possessions in America, of beef, pork, or cocoa nuts, and also so much of the above act as prohibits the importation of coffee, sugar, melasses, or rum, into any of the free warehousing ports in any of the said possessions, for the purpose of being warehoused for exportation only, is *repealed*.

(b) See page 17.

(c) By 7 Geo. 4. c. 48. § 43. if any goods be imported into any place in the said possessions contrary to such prohibition, such goods shall be forfeited.

Spirits,

Spirits, <i>viz.</i> imported from any of the British possessions in			
South America or the West Indies, the gallon	0	0	6
.... imported from the United Kingdom, the gallon	0	1	6
.... imported from any other place, to be deemed <i>foreign</i> , and to be charged with duty as such.			
.... the produce of any British possession in North America, or of the United Kingdom, and im- ported from the United Kingdom, or from any British possession in America or the West In- dies, the gallon	0	1	6
.... imported from any <i>other place</i> , to be deemed <i>foreign</i> , and to be charged with duty as such.			
— imported into Canada; <i>viz.</i>			
.... the produce of any British possession in South America or the West Indies, and imported from the United Kingdom, the gallon	0	0	6
.... imported from any other place, to be deemed <i>foreign</i> , and be charged with duty as such.			

[See note at foot of next page.]

DUTIES payable upon Goods, not being of the Growth, Produce, or Manufacture of the United Kingdom, or of any of the British possessions in America, or of the Island of Mauritius, imported or brought into any of the British Possessions in America, or the Island of Mauritius, by Sea or by Inland Carriage or Navigation.

	£.	s.	d.
Wheat Flour the barrel, not weighing more than 196 lb. net weight	0	5	0
Biscuit or Bread, the cwt.	0	1	6
Flour or Meal the barrel, not weighing more than 196 lb. not made from wheat	0	2	6
Wheat the bushel	0	1	0
Peas, Beans, Rye, Calavances, Oats, Barley, or Indian Corn, the bushel	0	0	7
Rice, the 100 lb. net weight	0	2	6
Shingles, the 1000 not more than 12 inches in length	0	7	0
Shingles, the 1000 being more than 12 inches in length	0	14	0
Red Oak Staves or Headings, the 1000	0	15	0
White Oak Staves or Headings, the 1000	0	12	6
White, Yellow, or Pitch Pine Lumber of one inch thick, the 1000 feet	1	1	0
Other Kinds of Wood and Lumber, the 1000 feet	1	8	0
Wood Hoops, the 1000	0	5	3

Horses

Horses, Mules, Asses, Neat Cattle, and all other Live Stock, the £100 value	10	0	0
Spirits, (a) viz. Brandy, Geneva, or Cordials, the gallon	0	1	0
<i>— and further the amount of any Duty payable for the time being on Spirits, the manufacture of the United Kingdom.</i>			
Wine, imported in bottles, the tun	7	7	0
— and further, the £100 value	7	10	0
— Foreign Quart Bottles, in which such wine may be im- ported, the dozen	0	1	0
— not in Bottles, the £100 value	7	10	0
[See note below.]			
Coffee, the cwt.	0	5	0
Cocoa, the cwt.	0	5	0
Sugar, the cwt.	0	5	0
Melasses, the cwt.	0	3	0
Rum, (b) the gallon	0	0	6
<i>— and further, the amount of any Duty payable for the time being on Coffee, Cocoa, Sugar, Melasses, and Rum, respectively, being the produce of any of the British possessions in South America or the West Indies.</i>			

By 7 and 8 Geo. 4. c. 56. § 29. the following duties are to be paid, viz.

Silk Manufactures, the £100 value	30	0	0
Cotton Manufacture, the £100 value	20	0	0
Salted Beef and Salted Pork, except into Newfoundland, and all Salted Beef and Salted Pork imported from Newfound- land, whether of Foreign Production or not, the cwt.	0	12	0
Spirits, not otherwise charged with duty, the gallon	0	1	0

(a) By 7 and 8 Geo. 4. c. 56. § 30. spirits, the produce of any of the British possessions in South America or the West Indies, imported into any of the British possessions in North America, from some other British possession in North America, shall not be subject to any higher duty than would have been payable if such spirits had been imported from some British possession in South America or the West Indies; and wine in casks imported into the British possessions in North America, from Gibraltar or Malta, shall not be subject to any higher duty than would have been payable if such wine had been imported from the United Kingdom; and wine in bottles, having been bottled in the United Kingdom, imported into any of the British possessions in America from the United Kingdom, shall not be subject to any higher duty than would have been payable if such wine had been imported in casks; and no duty shall be charged upon the bottles containing such wine.

(b) *Rum.*—By 7 Geo. 4. c. 48. § 44. rum and other spirits, the produce of any British possession in South America or the West Indies, when imported from any British possession in America into Canada, shall not be deemed to be *foreign*, nor be charged with duty as such; and the duty of sixpence the gallon, to regulate the trade of the British possessions abroad, upon such rum or other spirits, when imported into Canada from the United Kingdom, shall be payable over and above any duty thereon payable there under any colonial law.

Goods of Canada.—By § 45. masts, timber, and ashes, brought by land or inland

The

The following Goods are to be charged for the £100 value £7 10s. viz.

Alabaster,	Capers,
Almonds,	Cascasoo,
Amber,	Coral,
Anchovies,	Cork,
Argol,	Cinnabar,
Anniseed,	Cumin Seed,
Brimstone,	Currants,
Botargo,	Dates,
Boxwood,	Essence of Bergamot,
Cantharides,	—— of Lemon,

navigation into Canada, and duly shipped and exported thence, shall, upon importation into the United Kingdom, be deemed to be and be imported as the produce of some British possession; and it shall be lawful to bring into Canada, by land or inland navigation, any beef or pork, to be there warehoused for the purpose only of being exported to Newfoundland; provided that security be given to the satisfaction of the commissioners of customs, upon the first entry of such beef and pork, that the same shall be duly conveyed to and warehoused in some warehousing port, to be from thence exported direct to Newfoundland.

Wheat Flour.—By § 46. wheat flour which shall have been warehoused at any free warehousing port in the British possessions in North America, and which shall be imported direct from the warehouse at such port into any British possession in the West Indies or in South America, shall, upon such importation, be liable only to a duty of one shilling for every barrel of such flour, instead of the duty of five shillings now payable on the same under the said act for regulating the trade of the British possessions abroad.

Mauritius.—By § 47. if any goods which had been imported into the island of Mauritius, shall afterwards be imported thence into any other British possession, or into the United Kingdom, the same shall be liable to the payment of the same duties, and shall be subject to the same regulations as the like goods would be liable to the payment of, if the same had been first imported into any of the British possessions in the West Indies, and afterwards imported thence into such other British possession, or into the United Kingdom respectively. [See new Order in Council, in p. 586.]

East India Goods.—Goods the produce of places within the limits of the East India Company's Charter, shall be subject to the like duty as goods, not being of the growth, production, or Manufacture of the United Kingdom, or of any of the British possessions in America, are subject to, under the above act, on importation into any of the British possessions in America, unless such goods shall be imported from some place within those limits, or from the United Kingdom, or from some place in the British dominions, 7 and 8 Geo. 4. c. 56. § 25. [As to Ceylon, see new Order in Council in p. 586.]

Cape of Good Hope.—In all trade with the British possessions in America, the Cape of Good Hope, and the territories and dependencies thereof, shall be deemed to be within the limits of the East India Company's charter. § 26. [See Order in Council of April 30, 1827 in 586.]

What Goods deemed Produce of United Kingdom, and British Possessions.—No goods shall, upon importation into any of the British possessions in America, be deemed to be of the growth, production, or manufacture of the United Kingdom, or of any British possession in America, unless imported from the United Kingdom, or from some British possession in America. § 27.

Capers

Essence of Roses,	Lentils,
—— of Citron,	Manna,
—— of Oranges,	Marble, rough and worked,
—— of Lavender,	Mosaic Work,
—— of Rosemary,	Medals,
Emery Stone,	Musk,
Flax,	Maccaroni,
Fruit; viz.	Nuts of all kinds,
—— dry, preserved in Sugar,	Oil (a) of Olives,
—— wet, preserved in Brandy,	—— Almonds,
Figs,	Opium,
Gum Arabic,	Orris Root,
—— Mastic,	Ostrich Feathers,
—— Myrrh,	Ochres,
—— Sicilly,	Orange Buds and Peel,
—— Ammoniac,	Olives,
Hemp,	Pitch,
Honey,	Pickles, in Jars and Bottles,
Jalap,	Paintings,
Iron in Bars unwrought, and Pig	Pozzolana,
Iron,	Pumice Stone,
Juniper Berries,	Punk,
Incence of Frankincence,	Parmesan Cheese,
Lava and Malta Stone for building,	Pickles,

(a) *Fish Oil*.—By 7 and 8 Geo. 4. c. 56. § 31. Oil made from fish, or creatures living in the sea, shall be subject to the prohibitions and regulations in respect of train oil.

Wood, &c. from Canada.—By § 32. masts, timber, staves, wood hoops, shingles, lathwood, and cordwood for fuel, imported from the Canadas into any other British possession in America, or into the United Kingdom, shall be deemed to be the produce of the Canadas; and wood of all sorts which shall have been warehoused at any warehousing port in any of the British possessions in North America, and exported from the warehouse, shall upon importation into any other British possession in America be subject only to one-fourth part of such duty as would otherwise be charged thereon.

Certain Articles Duty Free.—By § 33. masts, timber, staves, wood hoops, shingles, lathwood, cordwood for fuel, raw hides, tallow, ashes, fresh meat, fresh fish, and horses, carriages, and equipages of travellers, being brought by land or inland navigation into the British possessions in America, shall be so brought *duty free*.

Exemption.—By § 34. no exemption from duty in any of the British possessions abroad, contained in any act of parliament, does or shall extend to any duty not imposed by act of parliament, unless and so far only as any other duty is or shall be expressly mentioned in such exemption.

Prints,	Saffron,
Pearls,	Safflower,
Precious Stones (except Diamonds,)	Sponges,
Quicksilver,	Tar,
Raisins,	Tow,
Rhubarb,	Turpentine,
Sausages,	Vermillion,
Senna,	Vermicelli,
Scammony,	Whetstones.
Sarsaparilla,	

The following Goods are to be charged for the £100 value, £30.

Clocks and Watches,	Musical Instruments,
Leather Manufactures,	Wires of all sorts,
Linen,	Books and Papers.

The following Goods are to be charged for the £100 value, £20.

Glass and Manufactures,	Sugar Candy,
Soap,	Tobacco manufactured.
Refined Sugar,	

Articles, Duty Free, viz.

Hay and Straw,	Herrings taken and cured by the inhabitants of the Isle of Man, and imported direct from thence.
Coin and Bullion,	Any sort of Craft, Food, and Victuals, except Spirits, and any sort of Cloathing and Implements, or Materials fit and necessary for the British fisheries in America, imported into the place at or from whence such fishery is carried on, in British ships.
Diamonds,	Rice and Indian Corn, and Lumber, the produce of any British possession on the west coast of Africa, and imported direct from thence.
Salt,	
Fruit and Vegetables (fresh)	
Cotton Wool,	
Goods, the produce of places within the limits of the East India company's charter.	
Horses of persons travelling into or through the province of Upper Canada, and necessarily used in removing themselves, their families and baggage.	
Cord Wood for Fuel and Saw Logs brought into Upper Canada.	

GOODS, not being enumerated or described, nor otherwise charged with duty by this Act, the £100 value. 15 0 0

Abatement or Remission of Duty.

If any of the goods herein-before mentioned be imported through the United Kingdom, (having been warehoused therein, and exported from the warehouse, or the duties thereon, if then paid, having been drawn back), one-tenth part of the duties herein imposed shall be remitted in respect of such goods; and if any of the goods herein-before mentioned be imported through the United Kingdom (not from the warehouse), but after all duties of importation for home use thereon shall have been paid thereon in the said United Kingdom, and not drawn back, such goods shall be *Free of all Duties* herein imposed. § 9.

Certain Acts not repealed. Nothing in this act, or in any other act passed in the present session of parliament, shall extend to repeal or abrogate, or in any way to alter or affect an act of 18 Geo. 3. c. 12. intituled "An Act for removing all Doubts and Apprehensions concerning Taxation

Taxation by the Parliament of Great Britain, in any of the Colonies, Provinces, and Plantations in North America and the West Indies, and for repealing so much of an Act made in the seventh Year of the Reign of His present Majesty, as imposes a Duty on Tea imported from Great Britain into any Colony or Plantation in America, as relates thereto," nor to repeal or in any way alter or affect any act now in force, which was passed prior to the last-mentioned act, and by which any duties in any of the British possessions in America were granted, and still continue payable to the crown; nor to repeal, or in any way alter or affect an act passed in the 31st year of the reign of His late Majesty King George the Third, intituled "An Act to repeal certain Parts of an Act passed in the 14th Year of His Majesty's Reign, intituled 'An Act for making more effectual Provisions for the Government of the Province of Quebec in North America, and to make further Provisions for the Government of the said Province.'" § 10.

Duties by former Acts. The duties imposed by any of the acts hereinbefore mentioned or referred to, passed prior to the act of 18 Geo. 3. shall be received, accounted for, and applied for the purposes of those acts; provided that no greater proportion of the duties imposed by this act shall be charged upon any article which is subject also to duty under any of the said acts, or subject also to duty under any colonial law, than the amount, if any, by which the duty charged by this act shall exceed such other duties; provided nevertheless, that the full amount of the duties mentioned in this act, whether on account of such former acts, or on account of such colonial law, or on account of this act, shall be received under the regulations of this act. § 11.

Currency, Weights and Measures. All sums of money granted or imposed by this act, either as duties, penalties, or forfeitures, in the British possessions in America, shall be deemed and are hereby declared to be sterling money of Great Britain, and shall be paid to the amount of the value which such nominal sums bear in Great Britain; and such moneys may be taken according to the proportion and value of 5s. 6d. the ounce in silver; and all duties shall be paid in every part of the British possessions in America, according to British weights and measures in use at the time of passing of this act, (5th July, 1825), and in all cases where such duties are imposed according to any specific quantity, or any specific value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value; and all such duties shall be under the management of the commissioners of the customs. § 12.

How Duties to be paid and applied. The produce of the duties so received by this act, except such duties as are payable to His Majesty under any act passed prior to the 18 Geo. 3. shall be paid by the collector of customs, into the hands of the treasurer or receiver general of the colony, or other proper officer authorized to receive the same, in the colony in which the same shall be levied, to be applied to such uses as shall be directed by the local legislatures of such colonies respectively; and the produce of such duties so received in the colonies which have no local legislature, shall and may be applied in such manner as shall be directed by the commissioners of His Majesty's treasury. § 13.

Drawback on Rum. There shall be allowed, upon the exportation from Newfoundland to Canada of rum or other spirits, being the produce of the British possessions in South America or the West Indies, a drawback of the full duties of customs which shall have been paid upon the importation thereof from any of the said places into Newfoundland, provided

provided proof on oath be made to the satisfaction of the collector and controller of customs at the port whence such rum or other spirits shall be so exported, that the full duties on the importation of such rum or spirits at the said port had been paid, and that a certificate be produced under the hands and seals of the collector and controller of customs at Quebec, that such rum or other spirits had been duly landed in Canada; provided that no drawback shall be allowed upon any such rum or other spirits unless the same be shipped within one year from the day of the importation of the same, nor unless such drawback be duly claimed within one year from the day of such shipment. § 14.

Ship and Cargo to be reported. The master of every ship arriving in any of the British possessions in America, or the island of Mauritius, or the islands of Guernsey, Jersey, Alderney, or Sark, whether laden or in ballast, shall come directly, and before bulk be broken, to the custom house for the port or district where he arrives, and there make a report upon oath in writing to the collector or controller, or other proper officer, of the arrival and voyage of such ship, stating her name, country, and tonnage, and if British, the port of registry, the name and country of the master, the country of the owners, the number of the crew, and how many are of the country of such ship, and whether she be laden or in ballast, and if laden, the marks, numbers, and contents of every package and parcel of goods on board, and where the same was laden, and where and to whom consigned, and where any and what goods, if any, had been unladen during the voyage, as far as any of such particulars can be known to him; and the master shall further answer upon oath all such questions concerning the ship, and the cargo and the crew and the voyage, as shall be demanded of him by such officer; and if any goods be unladen from any ship before such report be made, or if the master fail to make such report, or make an untrue report, or do not truly answer the questions demanded of him, he shall forfeit £100; and if any goods be not reported, such goods shall be forfeited. § 15.

Entry Outwards. The master of every ship bound from any British possession in America, or the island of Mauritius, or the islands of Guernsey, Jersey, Alderney, or Sark, shall, before any goods be laden therein, deliver to the collector or controller, or other proper officer, an entry outwards under his hand of the destination of such ship, stating her name, country, and tonnage, and if British, the port of registry, the name and country of the master, the country of the owners, the number of the crew, and how many are of the country of such ship; and if any goods be laden on board any ship before such entry be made, the master of such ship shall forfeit £50; and before such ship depart, the master shall bring and deliver to the collector or controller, or other proper officer, a content in writing under his hand of the goods laden, and the names of the respective shippers and consignees of the goods, with the marks and numbers of the packages or parcels of the same, and shall make oath to the truth of such content as far as any of such particulars can be known to him; and the master of every ship bound from any British possession in America, or from the island of Mauritius, or from the islands of Guernsey, Jersey, Alderney, or Sark, (whether in ballast or laden), shall before departure come before the collector or controller or other proper officer, and answer upon oath all such questions concerning the ship and the cargo, if any, and the crew and the voyage, as shall be demanded of him by such officer; and thereupon the collector and controller or other proper officer, if such ship be laden, shall make out and give to the master a certificate of the clearance

clearance of such ship for her intended voyage, containing an account of the total quantities of the several sorts of goods laden therein, or a certificate of her clearance in ballast, as the case may be; and if the ship depart without such clearance, or if the master deliver a false content, or shall not truly answer the questions demanded of him, he shall forfeit £100. § 16.

Newfoundland Fishing Certificates. Whenever any ship shall be cleared out from any port in Newfoundland, or in any other part of His Majesty's dominions, for the fisheries on the banks or coasts of Newfoundland or Labrador, or the dependencies thereof, without having on board any article of traffic (except only such provisions, nets, tackle, and other things as are usually employed in and about the said fishery, and for the conduct and carrying on of the same), the master of any such ship shall be entitled to demand, from the collector or other principal officer of the customs at such port, a certificate under his hand that such ship hath been specially cleared out for the Newfoundland fishery, and such certificate shall be in force for the fishing season of the year in which the same may be granted, and no longer; and upon the first arrival in any port in the colony of Newfoundland or its dependencies, of any ship having on board any such certificate, a report thereof shall be made by the master of such ship to the principal officer of customs at such port, and all ships having such certificate which has been so reported, and being actually engaged in the fishery, or in carrying coastwise to be landed, or put on board any other ships engaged in the fishery, any fish, oil, salt, provisions, or other necessaries for the use and purposes thereof, shall be exempt from all obligation to make any entry at or obtain any clearance from any custom house at Newfoundland, upon arrival at or departure from any of the ports or harbours of the said colony or its dependencies during the continuance of the fishing season for which such certificate may have been granted; and previously to obtaining a clearance at the end of such season for any other voyage at any of such ports, the master of such ship shall deliver up the before-mentioned certificate to the principal officer of customs of such port; provided that in case any such ship shall have on board, during the time the same may be engaged in the fishery, any goods whatsoever, other than fish, seals, oil made of fish or seals, salt, provisions, and other things, being the produce of or usually employed in the said fishery, such ship shall forfeit the fishing certificate, and shall thenceforth become liable to the same regulations as ships in general are subject to. § 17.

Entry, Landing, and Shipping of Goods. No goods shall be laden, or water-borne to be laden on board any ship, or unladen from any ship in any of the British possessions in America, or the island of Mauritius, until due entry shall have been made of such goods, and warrant granted for the lading or unlading of the same; and no goods shall be so laden or water-borne, or so unladen, except at some place at which an officer of customs is appointed to attend the lading and unlading of goods, or at some place for which a sufferance shall be granted by the collector and controller for the lading and unlading of such goods; and no goods shall be so laden or unladen except in the presence or with the permission in writing of the proper officer; provided that it shall be lawful for the commissioners of customs to make and appoint such other regulations for the carrying coastwise of any goods, or for the removing of any goods for shipment, as to them shall appear expedient; and all goods laden, water-borne, or unladen, contrary to this act, or contrary to any regulations so made and appointed, shall be forfeited. § 18.

Entry

Entry of Goods and Payment of Duty. The person entering any such goods shall deliver to the collector or controller, or other proper officer, a bill of entry thereof, fairly written in words at length, containing the name of the exporter or importer, and of the ship, and of the master, and of the place to or from which bound, and of the place within the port where the goods are to be laden or unladen, and the particulars of the quality and quantity of the goods, and the packages containing the same, and the marks and numbers on the packages, and such person shall at the same time pay down all duties due upon the goods, and the collector and controller, or other proper officer, shall thereupon grant their warrant for the lading or unlading of such goods. § 19.

Bill of Sight. If the importer of any goods shall declare upon oath before the collector or controller, or other proper officer, that he cannot, for want of full information, make perfect entry thereof, it shall be lawful for the collector and controller to receive an entry by bill of sight for the packages or parcels of such goods, by the best description which can be given, and to grant a warrant thereupon, in order that the same may be landed and secured to the satisfaction of the officer of customs, and at the expence of the importer, and may be seen and examined by such importer, in the presence of the proper officers; and within *three days* after the goods shall have been so landed, the importer shall make a perfect entry thereof, and pay down all duties due thereon; and in default of such entry, such goods shall be taken to the King's warehouse, and if the importer shall not, within one month after such landing, make perfect entry of such goods, and pay the duties due thereon, together with charges of removal and warehouse rent, such goods shall be sold for the payment thereof, and the overplus, if any, shall be paid to the proprietor of the goods. § 20.

Valuation of Goods. In all cases where the duties imposed by this act upon the importation of articles into His Majesty's possessions in America or the island of Mauritius are charged, not according to the weight, tale, gauge, or measure, but according to the value thereof, such value shall be ascertained by the declaration of the importer of such articles, or his known agent, in manner and form following; *viz.*

" I A. B. do hereby declare, that the articles mentioned in the entry, and contained in
 " the packages [here specifying the several packages, and describing the several marks and
 " numbers, as the case may be] are of the value of . . . Witness my hand
 " the . . . day of . . . A. B.

" The above declaration, signed the . . . day of
 " in the presence of C. D. Collector, [or other principal officer.]"

Which declaration shall be written on the bill of entry of such articles and shall be subscribed with the hand of the importer thereof, or his known agent, in the presence of the collector or other principal officer of customs at the port of importation; provided that if upon view and examination of such articles by the proper officer of customs, it shall appear to him that the articles are not valued according to the true price or value thereof, and according to the true intent and meaning of this act, then and in such case the importer, or his known agent, shall be required to declare on oath before the collector or controller what is the invoice price of such articles, and that he verily believes such invoice price is the current value of the articles at the place from whence the said articles were imported; and such invoice price, with the addition of £10 per cent. thereon, shall be deemed to be the value of the articles, in lieu of the value so declared by the importer or his known agent, and upon which the duties imposed

by this act shall be paid ; provided that if it appear to the collector and controller, or other proper officer, that such articles have been invoiced below the real and true value thereof, at the place whence the same were imported, or if the invoice price is not known, the articles shall in such case be examined by two competent persons, to be nominated and appointed by the governor or commander in chief of the colony, plantation, or island into which the articles are imported, and such person shall declare on oath before the collector or controller, or other proper officer, what is the true and real value of such articles in such colony, plantation, or island, and the value so declared on the oaths of such persons shall be deemed to be the true and real value of such articles, and upon which the duties imposed by this act shall be paid. § 20.

Importer refusing to pay Duty. If the importer of such articles refuse to pay the duties hereby imposed thereon, the collector or other chief officer of customs where such articles shall be imported, is hereby respectively required to take and secure the same, with the package thereof, and to cause the same to be publicly sold within the space of twenty days at the most after such refusal made, and at such time and place as such officer shall, by four or more days' public notice, appoint for that purpose, which articles shall be sold to the best bidder ; and the money arising from the sale thereof shall be applied in the first place in payment of the duties, together with the charges that shall have been occasioned by the sale, and the overplus, if any, shall be paid to such importer or proprietor, or any other person authorized to receive the same. § 22.

Goods not Entered in twenty days. Every importer of any goods shall, within twenty days after the arrival of the importing ship, make due entry inwards of such goods, and land the same ; and in default of such entry and landing, it shall be lawful for the officers of the customs to convey such goods to the King's warehouse ; and if the duties due upon such goods be not paid within *three months* after such twenty days shall have expired, together with all charges of removal and warehouse rent, the same shall be sold, and the produce thereof shall be applied first to the payment of freight and charges, next of duties, and the overplus, if any, shall be paid to the proprietor of the goods. § 23.

Goods to appear in Cocket. No goods shall be imported into any British possession as being imported from the United Kingdom, or from any other British possession (if any advantage attach to such distinction), unless such goods appear upon the cockets or other proper documents for the same to have been duly cleared outwards at the port of exportation in the United Kingdom, or in such other British possession, nor unless the ground upon which such advantage be claimed be stated in such cocket or document. § 24.

Entry not valid in certain Cases. No entry, nor any warrant for the landing of any goods, or for the taking of any goods out of any warehouse, shall be deemed valid, unless the particulars of the goods and packages in such entry shall correspond with the particulars of the goods and packages purporting to be the same in the report of the ship, or in the certificate or other document, where any is required, by which the importation or entry of such goods is authorized, nor unless the goods shall have been properly described in such entry by the denominations, and with the characters and circumstances, according to which such goods are charged with duty, or may be imported ; and any goods taken or delivered out of any ship or out of any warehouse by virtue of any entry or warrant not corresponding or

agreeing

agreeing in all such respects, or not properly describing the same, shall be deemed to be goods landed or taken without due entry thereof, and shall be forfeited. § 25.

Certificate of Production for Sugar, Coffee, Cocoa Nuts, Spirits, or Mahogany.—Oath of the Grower.—Oath of Exporter.—Oath of Master. Before any Sugar, Coffee, Cocoa Nuts, Spirits, or Mahogany shall be shipped for exportation in any British possession in America, or in the island of Mauritius, as being the produce of such possession or of such island, the proprietor of the estate on which such goods were produced, or his known agent, shall make and sign an affidavit in writing before the collector or controller at the port of exportation, or before one of His Majesty's justices of the peace, or other officer duly authorized to administer such oath, residing in or near the place where such estate is situated, declaring that such goods are the produce of such estate; and such affidavit shall set forth the name of the estate, and the description and quantity of the goods, and the packages containing the same, with the marks and numbers thereon, and the name of the person to whose charge at the place of shipment they are to be sent; and if any justice of the peace, or other officer aforesaid, shall subscribe his name to any writing, purporting to be such affidavit, unless the person purporting to make such affidavit shall actually appear before him, and be sworn to the truth of the same, such justice of the peace or officer shall forfeit £50; and the person entering and shipping such goods shall deliver such affidavit to the collector or controller, or other proper officer, and shall make oath before him that the goods which are to be shipped by virtue of such entry are the same as are mentioned in such affidavit; and the master of the ship in which such goods shall be laden shall, before clearance, make oath before the collector or controller, that the goods shipped by virtue of such entry are the same as are mentioned and intended in such affidavit, to the best of his knowledge and belief; and thereupon the collector and controller, or other proper officer, shall sign and give to the master a certificate of production, stating that proof has been made, in manner required by law, that such goods (describing the same), are the produce of such British possession, or of such island, and setting forth in such certificate the name of the exporter, and of the exporting ship, and of the master thereof, and the destination of the goods; and if any sugar, coffee, cocoa nuts, or spirits be imported into any British possession in America, or into the island of Mauritius, as being the produce of some other such possession, or of such island, without such certificate of production, the same shall be forfeited; and if any mahogany be so imported, the same shall be deemed to be of *foreign* production. § 26.

Certificate of Production on Re-exportation from another Colony. Before any sugar, coffee, cocoa nuts, spirits or mahogany shall be shipped for exportation in any British possession in America, as being the produce of some other such possession, or of the island of Mauritius, or shall be so shipped in the said island as being the produce of some British possession in America, the person exporting the same shall in the entry outwards state the place of the production, and refer to the entry inwards and landing of such goods, and shall make oath before the collector or controller to the identity of the same; and thereupon, if such goods shall have been duly imported with a certificate of production, within twelve months prior to the shipping for exportation, the collector and controller shall sign and give to the master a certificate of production founded

upon and referring to the certificate of production under which such goods had been so imported, and containing the like particulars, together with the date of such importation. § 27.

Goods brought over Land, or by Inland Navigation. It shall be lawful to bring or import by land, or by inland navigation, into any of the British possessions in America, from any adjoining foreign country, any goods which might be lawfully imported by sea into such possession from such country, and so to bring or import such goods in the vessels, boats, or carriages of such country, as well as in British vessels, boats, or carriages. § 28.

What Vessels deemed British on the Lakes in America. No vessel or boat shall be admitted to be a British vessel or boat on any of the inland waters or lakes in America, except such as shall have been built at some place within the British dominions, and shall be wholly owned by British subjects and shall not have been repaired at any foreign place to a greater extent than in the proportion of ten shillings for every ton of such vessel or boat at any one time: provided, that nothing herein-before contained shall extend to prevent the employment of any vessel or boat as a British vessel or boat, on such inland waters or lakes which shall have wholly belonged to British subjects before the passing of this act, [5th July, 1825] and which shall not be repaired as aforesaid in any foreign place after the passing of this act. § 29.

Into what Places Goods must be brought.—How Ports may be increased or diminished.—Governor may appoint Custom Houses. It shall not be lawful so to bring or import any goods, except into some port or place of entry at which a custom house now is or hereafter may be lawfully established: provided, that it shall be lawful for the governor, lieutenant governor, or person administering the government of any of the said possessions respectively, with the advice and consent of the executive council thereof for the time being, if any executive council be there established, from time to time to diminish or increase, by proclamation, the number of ports or places of entry, which are or hereafter may be appointed in such province, for the entry of goods brought or imported as aforesaid. § 30.

How Duties to be collected. The duties imposed by this act shall be ascertained, levied, and recovered, upon all goods so brought or imported, under the same regulations and forfeitures, as the duties on the like goods imported by sea as far as the same are applicable; and if any goods be brought or imported contrary hereto, or if any goods so brought or imported be removed from the station or place appointed for the examination of such goods by the officers of the customs, before all duties payable thereon shall have been paid or satisfied, such goods shall be forfeited, together with the vessel, boat, or carriage, and the horses or other cattle, by which such goods shall have been so imported, brought, or removed. § 31.

Duties in Canda. The same tonnage duties shall be paid upon all vessels or boats of the United States of America, importing any goods into either of the provinces of Upper or Lower Canada, as are or may be for the time being payable in the United States of America, on British vessels or boats entering the harbours of the State whence such goods shall have been imported. § 32.

Colonial Laws repugnant to Act of Parliament. All laws, bye laws, usages or customs at this time, or which hereafter shall be in practice, or endeavoured or pretended to be in force or practice, in any of the British possessions

possessions in America, which are in any wise repugnant to this act, or to any act of parliament made or hereafter to be made in the United Kingdom, so far as such act shall relate to and mention the said possessions, are and shall be *null and void* to all intents and purposes whatsoever. § 49.

How Officers may search Ships Hovering or in Port, and examine Masters. It shall be lawful for the officers of customs to go on board any ship in any port in any British possession in America, and to rummage and search all parts of such ship for prohibited and uncustomed goods, and also to go on board any ship hovering within one league of any of the coasts thereof, and in either case freely to stay on board such ship so long as she shall remain in such port, or within such distance; and if any such ship be bound elsewhere, and shall continue so hovering for the space of twenty-four hours after the master shall have been required to depart, it shall be lawful for the officer of customs to bring such ship into port, and to search and examine her cargo, and to examine the master upon oath touching the cargo and voyage, and if there be any goods on board prohibited to be imported into such possession, such ship and her cargo shall be forfeited; and if the master shall not truly answer the questions which shall be demanded of him in such examination, he shall forfeit £100. § 50.

Vessels, Cattle, &c. used in removal of Contraband Goods. All vessels, boats, and carriages, and all cattle made use of in the removal of any goods liable to forfeiture under this act, shall be forfeited, and every person who shall assist or be otherwise concerned in the unshipping, landing or removal, or in the harbouring of such goods, or into whose hands or possession the same shall knowingly come, shall forfeit the treble value thereof, or the penalty of £100, at the election of the officers of customs; and the averment in any information or libel to be exhibited for the recovery of such penalty, that the officer proceeding has elected to sue for the sum mentioned in the information, shall be deemed sufficient proof of such election, without any other and further evidence of such fact. § 51.

By whom Seizures may be made.—Opposing Officer. All goods, and all ships, vessels and boats, and all carriages, and all cattle liable to forfeiture under this act, shall and may be seized and secured by any officer of customs or navy, or by any person employed for that purpose, by or with the concurrence of the commissioners of customs; and every person who shall in any way hinder, oppose, molest, or obstruct any officer of customs or navy, or any person so employed, in the exercise of his office, or any person acting in his aid, shall for every such offence forfeit £200. § 52.

Writs of Assistance. Under authority of a writ of assistance granted by the superior or supreme court of justice, or court of vice admiralty having jurisdiction in the place, (who are hereby authorized and required to grant such writ of assistance, upon application made to them for that purpose by the principal officers of customs), it shall be lawful for any officer of the customs, taking with him a peace officer, to enter any building or other place in the daytime, and to search for and seize and secure any goods liable to forfeiture under this act; and in case of necessity, to break open any doors and any chests or other packages for that purpose; and such writ of assistance, when issued, shall be deemed to be in force during the whole of the reign in which the same shall have been granted, and for twelve months from the conclusion of such reign. § 53.

Obstruction of Officers by Force. If any person shall by force or violence assault, resist, oppose, molest, hinder, or obstruct any officer of customs

or

or navy, or other person employed as aforesaid, in the exercise of his office, or any person acting in his aid or assistance, such person, being thereof convicted, shall be adjudged a *felon*, and shall be proceeded against as such, and punished at the discretion of the court before whom such person shall be tried. § 54.

Where Goods seized to be secured. All things which shall be seized as being liable to forfeiture under this act, shall be taken forthwith and delivered into the custody of the collector and controller of customs at the custom house next to the place where the same were seized, who shall secure the same by such means and in such manner as shall be provided and directed by the commissioners of customs. § 55.

How Goods seized to be Sold. All things which shall have been condemned as forfeited under this act shall, under the direction of the collector and controller or other principal officer of customs at the port where such seizures shall have been secured, be sold by public auction to the best bidder: provided that it shall be lawful for the commissioners of customs to direct in what manner the produce of such sale shall be applied, or in lieu of such sale, to direct that any of such things shall be destroyed or shall be reserved for the public service. § 56.

How Bail may be given for Goods or Ships seized. If any goods or any ship shall be seized as forfeited under this act, or any act hereafter to be made, and detained in any of the British possessions in America, it shall be lawful for the judge of any court having jurisdiction to try and determine such seizures, with the consent of the collector and controller of customs, to order the delivery thereof on security by bond, with two sufficient sureties, to be first approved by such collector and controller, to answer double the value of the same in case of condemnation; and such bond shall be taken to the use of His Majesty in the name of the collector of customs in whose custody the goods or the ship may be lodged, and such bond shall be delivered and kept in the joint custody of such collector and his controller, and in case the goods or the ship shall be condemned, the value thereof shall be paid into the hands of such collector, who shall thereupon, with the consent or privity of his controller, cancel such bond. § 58.

British Coals. It shall not be lawful for any person to re-export, from any of His Majesty's possessions abroad to any foreign place, any coals the produce of the United Kingdom; and no such coals shall be shipped at any of such possessions, to be exported to any British place, until the exporter or the master of the exporting vessel shall have given bond, with one sufficient surety in double the value of the coals, that such coals shall not be landed at any foreign place. § 85.

How Dutch Proprietors in Demerara, Essequibo, and Berbice may supply their Estates. It shall be lawful for any of the subjects of the King of the Netherlands, being Dutch proprietors, in the colonies of Demerara and Essequibo, and of Berbice, to import in Dutch ships, from the Netherlands into the said colonies, all the usual articles of supply for their estates therein; and also wine imported for the purposes of medicine only, and which shall be liable to a duty of ten shillings per ton, and no more; and in case seizure be made of any articles so imported, upon the ground that they were not such supplies, or are for the purpose of trade, the proof to the contrary shall lie on the Dutch proprietor importing the same, and not on the seizing officer: provided that if sufficient security by bond be given in court to abide the decision of the commissioners of customs upon such seizure, the goods so seized shall be admitted to entry and released. 6 Geo. 4. c. 114. § 45.

Export.

Export. It shall not be lawful for such Dutch proprietors to export the produce of their estates to the United Kingdom, or to any of His Majesty's sugar colonies in America. § 46.

What Persons deemed Dutch Proprietors. All subjects of His Majesty the King of the Netherlands resident in His Majesty's European dominions, who were at the date of the signature of the convention, (a) [dated Aug. 13, 1814,] proprietors of estates in the said colonies, and all subjects of His said Majesty who may hereafter become possessed of estates then belonging to Dutch proprietors therein, and all such proprietors as being then resident in the said colonies and being natives of His Majesty's dominions in the Netherlands, may have declared, within three months after the publication of the aforesaid convention in the said colonies, that they wish to continue to be considered as such, and all subjects of His Majesty the King of the Netherlands who may be the holders of mortgages of estates in the said colonies made prior to the date of the convention, and who may under their mortgage deeds have the right of exporting from the said colonies to the Netherlands the produce of such estates, shall be deemed Dutch proprietors under the provisions of this act; provided that where both Dutch and British subjects have mortgages upon the same property in the said colonies, the produce to be consigned to the different mortgagees shall be in proportion to the debts respectively due to them. § 47.

How Persons may be released as Dutch Proprietors. If any such person shall make and sign a declaration in writing, attested by two credible witnesses, setting forth that he is desirous and has elected not to be deemed to be a Dutch proprietor within the meaning of the foregoing act, in respect of any such estate or mortgage to be mentioned and named in such declaration and shall cause such declaration to be delivered to the commissioners of customs, such person shall thenceforth be no longer nor again deemed a Dutch proprietor within the meaning of the foregoing act, in respect of the estate or mortgage so mentioned in such declaration, and such declaration shall have effect in respect of any goods the produce of any such estate of which such person, so far as relates to those goods, was a Dutch proprietor, although such goods may have been exported from the colony before the delivering of such declaration. 7 & 8 Geo. 4. c. 56. § 40.

AMERICAN NAVIGATION LAWS.

BY THE PRESIDENT OF THE UNITED STATES.

A PROCLAMATION.

Certain Acts &c. allowing Intercourse with Colonial Ports to cease. Whereas by the sixth section of an act of congress, entitled "an act to regulate the commercial intercourse between the United States and certain British colonial ports," which was approved on the 1st of March, 1823, it is enacted "that this act, unless repealed, altered, or amended, by congress, shall continue in force so long as the above enumerated British colonial ports shall be open to the admission of the vessels of the United States, conformably to the provisions of the British act of parliament, 3 Geo. 4. dated 24th June, 1822. But, if at any time the trade and intercourse between the United States and all or any of the above enumerated British colonial ports, authorised by the said act of parliament, should be prohibited by a British order in council, or by act of parliament, then, from the date of such order in council, or act of parliament, or from the time that the same shall commence, proclamation to that effect having been made by the president

(a) For this Convention, see page 503.

of the United States, every provision of this act, so far as the same shall apply to the intercourse between the United States and the above enumerated British colonial ports, in British vessels, shall *cease* to operate in their favour; and every provision of the act concerning navigation, approved on 18th April, 1818, and of the act supplementary thereto, approved on the 15th May, 1820, shall revive, and be in full force.

And whereas by an act of the British parliament, entitled “An act to repeal the several Laws relating to the Customs,” the said act of parliament was *repealed*, and by another act of the British parliament, of 6 Geo. 4. “An act to regulate the Trade of the British Possessions abroad,” [page 600] and by an order of His Britannic Majesty in council, bearing date the 27th of July 1826, [page 622] the trade and intercourse authorised by the aforesaid act of parliament, of 3 Geo. 4. between the United States and the greater part of the said British colonial ports therein enumerated, have been prohibited upon, and from the 1st day of December last past, and the contingency has thereby arisen on which the president of the United States was authorised by the sixth section aforesaid of the act of congress of the 1st of March, 1823, to issue a proclamation to the effect therein mentioned.

Now, therefore, I, John Quincy Adams, president of the United States of America, do hereby declare and proclaim that the trade and intercourse authorised by the said act of parliament, of the 24th of June, 1822, between the United States and the British colonial ports, enumerated in the aforesaid act of congress, of the 1st of March, 1823, have been, and are, upon and from the 1st day of December, 1826, by the aforesaid two several acts of parliament, of the 5th July, 1825, and by the aforesaid British Order in council, on the 27th of July, 1826, *prohibited*.

Given under my hand, at the city of Washington, this 17th day of March, in the year of our Lord, 1827, and the 51st of the independence of the United States.

JOHN QUINCY ADAMS.

By the President, H. CLAY, Secretary of State.

NAVIGATION ACT.

American Ports closed. § 1. From 30th September, 1818, the ports of the United States shall be, and remain closed against every vessel owned wholly, or in part, by a subject of His Britannic Majesty, coming or arriving from any place in a colony or territory of His Britannic Majesty, that is or shall be, by the ordinary laws of navigation and trade, closed against vessels owned by citizens of the United States; and such vessel, that, in the course of the voyage, shall have touched at, or cleared out from, any place in a colony or territory of Great Britain, which shall or may be, by the ordinary laws of navigation and trade aforesaid, opened to vessels owned by citizens of the United States, shall nevertheless be deemed to have come from the place in the colony or territory of Great Britain, closed as aforesaid, against vessels owned by citizens of the United States, from which such vessels cleared out, and sailed before touching at, and clearing out from, an intermediate and open port or place as aforesaid, and every such vessel so excluded from the ports of the United States, that shall enter, or attempt to enter, the same, in violation of this act, shall, with her tackle, apparel, and furniture, together with the cargo on board such vessel, be forfeited to the United States.

Bond before clearing out. § 2. From the said 30th September, 1818, the owner, consignee,

consignee, or agent, of every vessel, owned wholly or in part by a subject or subjects of His Britannic Majesty, which shall have been duly entered in any port of the United States, and on board of which shall have been there laden for exportation any article, of the growth, produce, or manufacture of the United States, other than provisions and sea stores, necessary for the voyage, shall, before such vessel shall have been cleared outward at the custom-house, give bond, in a sum double the value of such articles, with one or more sureties, to the satisfaction of the collector, that the articles so laden on board such vessel for exportation, shall be landed in some place other than a place in a colony or territory of His Britannic Majesty, which, by the ordinary laws of navigation and trade, is closed against vessels owned by citizens of the United States, and any such vessel that shall sail or attempt to sail from any port of the United States without having complied with the provisions aforesaid, by giving bond shall, with her tackle, apparel, and furniture, together with the articles aforesaid, laden on board the same be forfeited to the United States: provided always that nothing in this act contained shall be construed, so as to violate any provision of the convention to regulate commerce between the territories of the United States and of His Britannic Majesty [page 621.]

Form of Bond and how to be discharged. § 3. The form of the bond aforesaid shall be prescribed by the secretary of the department of the treasury, and the same shall, and may be discharged, and not otherwise, by producing, within one year after the date thereof, a like certificate to that required by, and under the regulations contained in the 81st section of the act "to regulate the collection of duties on imports," passed the 2d day of March, 1799, that the articles of the growth, produce, and manufacture, of the United States, laden as aforesaid, were unladen and landed conformably to the provisions of this act, or, in cases of loss by sea, by capture, or other unavoidable accident, by the production of such other proofs as the nature of the case will admit, according to the provisions of the said 81st section of the act aforesaid.

Approved, 18th April, 1818.

SUPPLEMENTARY AMERICAN NAVIGATION ACT.

Certain other Ports closed. § 1. From September 30, 1820, the ports of the United States shall be, and remain, closed* against every vessel owned, wholly, or in part, by a subject of His Britannic Majesty, coming or arriving by sea, from any port or place in the province of Lower Canada, or coming or arriving from any port or place in the province of New Brunswick, the province of Nova Scotia, the islands of Newfoundland, St. John's, or Cape Breton, or the dependencies of any of them, the islands of Bermuda, the Bahama islands, the islands called Caicos, or the dependencies of any of them, or from any other place in any island, colony, territory, or possession, under the dominion of Great Britain, in the West Indies, or on the continent of America, south of the southern boundary of the United States, and not included within the acts of which this act is supplementary. And every such vessel, so excluded from the ports of the United States, that shall enter, or attempt to enter, the same in violation of this act, shall, with her tackle, apparel, and furniture, together with the cargo on board such vessel, be forfeited to the United States.

Bond before clearing out. § 2. From the 30th day of September, 1818, the

* See next act.

owner, consignee, or agent, of every vessel owned, wholly, or in part, by a subject or subjects of His Britannic Majesty which shall have been duly entered in any port of the United States, and on board of which shall have been there laden, for exportation, any articles of the growth, produce, or manufacture of the United States, other than provisions and sea-stores necessary for the voyage, shall, before such vessel shall have been cleared outward at the custom-house, give bond, in a sum double the value of such articles, with one or more sureties, to the satisfaction of the collector, that the articles so laden on board such vessel, for exportation, shall be landed in some place other than a place in any province, island, colony, territory, or possession, belonging to His Britannic Majesty, that is mentioned or described in this act, or in the act to which this act is supplementary. And every such vessel that shall sail, or attempt to sail, from any port of the United States, without having complied with the provisions aforesaid, by giving bond as aforesaid, shall, with her tackle, apparel, and furniture, together with the articles aforesaid, laden on board the same, be forfeited to the United States: Provided, that nothing herein contained shall be deemed or construed so as to violate any provision of the convention to regulate commerce between the territories of the United States and of His Britannic Majesty. [page 621.]

Goods not to be Imported into America. From 30 September, 1820, no goods shall be imported into the United States of America, from the province of Nova Scotia the province of New Brunswick, the islands of Cape Breton, St. John's Newfoundland, or their respective dependencies, from the Bermuda Islands, the Bahama Islands, the islands called Caicos, or either or any of the aforesaid possessions, islands, or places, or from any other province, possession, plantation, island, or place, under the dominion of Great Britain, in the West Indies, or on the continent of America south of the southern boundaries of the United States, except only such goods as are truly and wholly of the growth, produce, or manufacture of the province, colony, plantation, island, possession, or place, aforesaid, where the same shall be laden, and whence such goods shall be directly imported into the United States of America, and all goods imported, or attempted to be imported, into the United States of America, contrary to the provisions of this act, together with the vessel on board of which the same shall be laden, her tackle, apparel, and furniture, shall be forfeited to the United States.

The form of the bond aforesaid shall be prescribed, and the same shall be discharged, in the manner, and according to the provisions, of the act to which this act is supplementary.

H. CLAY, Speaker of the House of Representatives.

J. GAILLARD, President of the Senate pro. tem.

(Approved)

JAMES MONROE.

Washington May 16, 1820.

CIRCULAR TO THE COLLECTORS.

Treasury Department, March 17.

SIR—I send herewith, a copy of the president's proclamation, dated this day, by the effect of which you will perceive that the trade between the United States and certain colonial ports of Great Britain, as opened by the act of congress of the 1st March, 1823, entitled, "An act to regulate the commercial intercourse between the United States and certain British colonial ports" is *closed*; and that the provisions of the act of April 18, 1818, entitled, "An act concerning Navigation," and those of the Act of May 15, 1820, entitled, "An act supplementary to an act

entitled

entitled an act concerning Navigation," are in force. These several acts have heretofore been transmitted to you, at periods when their provisions were in operation; but copies of them are again enclosed for your information and government.

As British vessels from some of the colonial ports specified in the first section of the act of the 1st of March, 1823, may now be within the United States, and, consequently, must have arrived anterior to the date of the proclamation, the president directs that all such British vessels be allowed to depart from our ports, with their cargoes. As others may arrive between the date of the proclamation and the time of its reaching you, he also directs that as to these the forfeitures and penalties of the aforesaid acts of April 18th, 1818, and May the 15th 1820, be not enforced; but that they, too, be permitted to depart. And if, after you shall have received the proclamation, British vessels should arrive within the ports of the United States from some one or more of the said British colonial ports, in ignorance of the existing prohibition which the laws impose to their entry, the president further directs, that in the case of all British vessels so arriving, prior to the first day of July next, you cause notice to be given to them, as soon as possible, of the prohibition, accompanied by orders for their departure within twenty-four hours, without unlading; upon their failure to comply with which orders, you will proceed to enforce against them the provisions of the acts last recited.

In case of all British vessels arriving within our ports, from any of the aforesaid British colonial ports, after the first of July, you will, forthwith, enforce against them the provisions of those acts.

I have the honour to remain, your obedient servant,

RICHARD RUSH.

To ———, Collector.

AN ACT TO REGULATE THE COMMERCIAL INTERCOURSE BETWEEN THE UNITED STATES AND CERTAIN BRITISH COLONIAL PORTS.

Acts Suspended. § 1. From March 3rd the first, second, and third sections of the foregoing "Act concerning Navigation," approved on the 18th of April, 1818, and the Act Supplementary to an Act concerning Navigation," approved on the 16th of May, 1820, shall be, and the same are hereby, *suspended during the continuance of this act, so far as any of the restrictions or prohibitions therein contained limit or interdict the intercourse of navigation or commerce between the ports of the United States, and the British colonial ports hereinafter mentioned, to wit:—*

Kingston, in Jamaica; Savannah Le Mar, ditto; Montego Bay, ditto; Santa Lucia, ditto; Antonio, ditto; Saint Ann, ditto; Falmouth, ditto; Maria, ditto; Morant Bay and Anotto Bay, ditto; Saint George, in Grenada; Roseau, in Dominica; Saint John's, in Antigua; San Josef, in Trinidad; Scarborough, in Tobago; Road Harbour, in Tortola; Nassau, in New Providence; Pitt's Town, in Crooked Island; Kingston, in Saint Vincent; Port Saint George, and Port Hamilton, in Bermuda; any Port where there is a Custom House, in Bahamas; Bridgetown, in Barbadoes; Saint John's and Saint Andrew's, in New Brunswick; Halifax, in Nova Scotia; Quebec, in Canada; Saint John's, in Newfoundland; Georgetown, in Demerara; New Amsterdam, in Berbice; Bastries, in Saint

Lucia; Bassatterre, in Saint Kitts; Charlestown, in Nevis; Plymouth, in Montserrat.

Ports opened for Imports. § 2. From the said 3rd day of March next, the ports of the United States, shall be open to any British vessel coming directly from any British colonial ports above enumerated; and it shall be lawful to import in the said vessels, being navigated by a master, and three fourths, at least, of the mariners, British subjects, any articles of the growth, produce, or manufacture, of any of the said British colonies, the importation of the like articles to which, from elsewhere, is not, nor shall not be, prohibited by law, and which may be exported from any of the said enumerated British ports to the United States, on equal terms, in vessels belonging to the said States.

Duties, &c. § 3. On proof being given to the president of the United States, satisfactory to him, that, upon the vessels, of the United States admitted into the above enumerated British colonial ports, and upon any goods imported therein, in the said vessels, no other, or higher duties of tonnage or impost, and no other charges of any kind, are levied or exacted than upon British vessels, or upon the like goods, imported into the said colonial ports from elsewhere, it shall be lawful, for the president of the United States, to issue his proclamation, declaring that no other or higher duty of impost or tonnage, and no other or higher duty or charge of any kind, upon any goods imported from the above enumerated British colonial ports, in British vessels, shall be levied or exacted in any of the ports of the United States, (excepting the ports in the territory of Florida), than upon the vessels of the United States, and upon the like goods, imported into the ports of the United States in the same; provided, that until such proof be given, British vessels coming from the said British colonial ports, and the goods imported in the same into the United States, shall continue to pay the foreign tonnage duty, and the additional duties upon goods imported in foreign vessels, prescribed by the "Act to regulate the Duties on Imports and Tonnage," approved the 27th of April, 1816.

Limitation. § 4. No articles whatsoever, specie and bullion excepted, other than articles of the growth, produce, or manufacture, of the British colonies to which the said enumerated ports belong, shall be imported into the United States, in British vessels, coming from any of the said enumerated ports; and no articles whatsoever, being of the growth, produce, or manufacture, of the British colonies, to which the said enumerated ports belong, shall be imported into the United States, in any British vessel, other than a vessel coming directly from one of the said enumerated ports, on pain of forfeiting all such articles, together with the vessel in which the same shall have been imported, and her guns, tackle, apparel, and furniture.

Ports opened for Export, Bond, Limitation. § 5. It shall be lawful to export from the United States, directly to any of the above enumerated British colonial ports, in any vessel of the United States, or in any British vessel, navigated as by the second section of this act is prescribed, and having come directly from any of the above enumerated British colonial ports, any article of the growth, produce, or manufacture of the United States, or any other article legally imported therein, the exportation of which, elsewhere, shall not be prohibited by law; provided, that when exported in any such British vessel, before the shipment of any such articles, security, by bond, shall be given to the United States, in a penalty equal

to half the value of the said articles; such bond to be taken of the owner, consignee, or agent, by the collector of the port at which the said British vessel shall have entered, for the due landing of the said article, at the ports, being of the British colonial ports herein above enumerated, for which the said vessel shall clear out, and for producing a certificate thereof, within twelve months from the date of bond, under the hand and seal of the consul, or commercial agent of the United States, resident at the port where the articles shall have been landed; or if there be no consul or commercial agent of the United States residing there, such certificate to be under the hand and seal of the chief officer of customs at such port, or under the hand and seal of two known and reputable merchants residing at such port, but such bond may be discharged, by proof, on oath by credible persons, that the said articles were taken by enemies, or perished in the seas. And it shall *not* be lawful to export from the United States, any article whatsoever, to any of the above enumerated British colonial ports, in any British vessel, other than such as shall have come directly from one of the said ports to the United States; nor shall it be lawful to export from the United States any article whatsoever in any British vessel, having come from any of the said enumerated ports, to any other port or place whatsoever, than directly to one of the said ports. And in case any such articles be shipped or waterborne, for the purpose of being exported contrary to this act, the same shall be forfeited.

Duration of Act, and how Ports may again be closed. § 6. This act, unless repealed, altered, or amended, by congress, shall continue in force so long as the above enumerated British colonial ports shall be open to the admission of vessels of the United States, conformably to the provisions of the British act of Parliament of the 24th June last, being 3 Geo. 4. c. 44. But if at any time the trade and intercourse between the United States and all or any of the above enumerated British colonial ports, authorized by the said act of parliament, should be prohibited by a British order in council, or by act of parliament, then, from the day of the date of such order in council, or act of parliament, or from the time that the same shall commence, proclamation to that effect having been made by the president of the United States, every provision of this act, so far as the same shall apply to the intercourse between the United States and the above enumerated British colonial ports, in British vessels, shall cease to operate in their favour; and every provision of the "Act concerning Navigation," approved on 18th April, 1800, [page 617*]; and of the act supplementary thereto, approved on 15th May, 1820, shall *revive and be in full force*.

How fresh Ports may be opened. § 7. If any British colonial port in the American hemisphere, other than those hereinabove enumerated, should, by virtue of a British order in council, be opened to vessels of the United States, conformably to the provisions of the said act of parliament of the 24th June last, every provision of this act shall extend to the same, from the time when it shall be so opened to the vessels of the United States.

Form of Bond. § 8. The form of the bond aforesaid shall be prescribed by the secretary to the treasury, in the manner, and according to the provisions, of the revenue laws of the United States.

Approved March 1, 1823.

BRITISH

BRITISH ORDERS IN COUNCIL.

By order in council, dated July 27, 1826, it is stated, that whereas the conditions mentioned in the act 6 Geo. 4. c. 114 [p. 599] have not in all respects been fulfilled by the government of the United States of America, and therefore the privileges so granted to foreign ships, cannot lawfully be exercised or enjoyed by the ships of the United States, unless His Majesty by Order in Council, shall grant the whole or any of such privileges to the ships of the United States; and whereas His Majesty doth deem it expedient to grant to the ships of the United States, such of the privileges as are hereinafter mentioned, His Majesty doth therefore declare and grant that it is and shall be lawful for the ships of the United States to import into any of the British possessions abroad, from the United States, goods the produce of the United States; and not enumerated in the table of prohibitions and restrictions in the said act, and to export goods from such British possessions abroad to be carried to any foreign country whatever; provided always, that such goods so imported shall be subject to the payment of the duties imposed and made payable by the said act. His Majesty doth further declare that the privileges so granted to the ships of the United States, so far as respects the British possessions in the West Indies, and on the continent of South America, and so far as respects the Bahama Islands and the Bermuda or Somer Islands, and so far as respects His Majesty's settlements in the island of Newfoundland, and the several islands belonging to and dependent on those settlements, shall absolutely *cease* upon and from 1st December, 1826. His Majesty doth further declare, that the privileges so granted to the ships of the United States, so far as respects the British possessions on the Western Coast of Africa, shall absolutely *cease* upon and from the 1st December 1826. His Majesty doth further declare that the privileges so granted to the ships of the United States, so far as respects the colony of the Cape of Good Hope, and the islands, settlements and territories belonging thereto, and dependent thereupon, and so far as respects the island of Mauritius, and the several islands and territories belonging thereto, or dependent thereupon, and so far as respects the island of Ceylon, and the several islands and territories belonging thereto and dependent thereupon, shall absolutely *cease*, upon and from the 1st March, 1827. His Majesty doth further declare, that the privileges so granted to the ships of the United States, so far as respects His Majesty's settlements in the island of New Holland, and the several islands and territories belonging thereto, and dependent thereupon, and so far as respects the island of Van Diemen's Land and the several islands and territories belonging thereto, and dependent thereupon, shall absolutely *cease* upon and from 1st May, 1827, provided that nothing in this present order shall extend, to infringe or interfere with the Convention of Commerce and Navigation, concluded between His late Majesty King George the Third and the United States of America, bearing date July 3, 1815, [p. 621] or the further Convention of Commerce and Navigation, concluded between His said late Majesty and the United States of America, bearing date the 20th day of October, 1818, [p. 623] or to prevent ships of the United States from importing into any of the British possessions in Europe, or from exporting from such British possessions in Europe, any goods which, under the said Conventions, or either of them, or of the several Acts of Parliament made for carrying such Conventions into effect, can or may be lawfully imported into or exported from such British possessions in Europe in the ships of the United States. And
whereas

whereas British vessels entering into the ports of the United States, from the ports of His Majesty's possessions in America or the West Indies, with cargoes consisting of articles of the growth, produce, or manufacture of the said possessions are charged with a duty of one dollar per ton, for tonnage, duties, and light money, and a discriminating duty of 10 per cent is charged upon the cargoes of such vessels, to which vessels of the United States, and cargoes of the same description, entering the ports of the United States from the ports of his Majesty's said possessions are not subject; His Majesty, by virtue of the powers vested in him by the acts 4 Geo. 4. c. 77. [p. 21*] and 5. Geo. 4. c. 1. [p. 22*] is pleased to order that there shall be charged on all vessels of the United States, which shall enter any of the ports of His Majesty's possessions on the continent of North America, with articles of the growth, production, or manufacture of the said States or which until the 1st December, 1826, shall enter with any such articles any of the ports of His Majesty's possessions in the West Indies or South America, or in the Bahama Islands, or in the Bermuda or Somer Islands, a duty of 4s. 3d. sterling for each ton burthen of such vessels, equal as nearly as may be to 94 cents of the money of the United States, and being the difference between the tonnage duty payable by vessels of the United States, and British vessels entering any of the ports of the United States, from any ports of His Majesty's dominions in America or the West Indies; and further, an addition of 10 per cent upon the duties set forth in the said Act of Parliament, of 6 Geo. 4. [p. 599.] on any of the articles therein enumerated, which may be imported into His Majesty's said possessions on the continent of North America, in any vessel of the United States, or which, until the said 1st December, 1826, may be imported into His Majesty's said possessions in the West Indies or South America, or into the Bahama Islands, or into the Bermuda or Somer Islands, in any such vessel of the said States.

By Order in Council, dated July 16, 1827, it is stated, that whereas it is expedient, in pursuance of the powers vested in His Majesty, by the Acts of 6 Geo. 4. c. 114 [page 599] and 7 and 8 Geo. 4. c. 56 [page 600], His Majesty should declare what Foreign Powers have fulfilled the conditions therein referred to, and are entitled to the privileges accordingly, His Majesty, therefore, is pleased to order and declare that the several Orders in Council, bearing date respectively, May 3, 1826, [page 494], June 1, 1826, [page 600], 16th December, 1826, and July 27, 1826, [page 622], are hereby *confirmed* and continued in full force and effect.

His Majesty doth further declare and grant that it shall be lawful for French ships to import into the British possessions on the western coast of

Africa, and into the colony of the Cape of Good Hope, and into the island of Ceylon, and into His Majesty's settlements in the island of New Holland, and into the island of Van Dieman's Land, and into the several islands and territories dependent upon and belonging to the several settlements or colonies aforesaid, from the dominions of His Most Christian Majesty, such goods being the produce of those dominions, as are mentioned and enumerated or referred to in the Table subjoined to the said order in council of June 1, 1826, [page 600]: and His Majesty is further pleased to declare that the conditions mentioned and prescribed by the the said acts, have in all respects been fulfilled by the government of His Majesty as King of Hanover, and by the government of His Majesty the King of Sweden and Norway, and by the Government of His Serene Highness the Duke of Oldenburgh, and by the Free Hanseatic Republics of Lubeck, Bremen, and Hamburgh, and by the State of Columbia, and by the United Provinces of Rio de la Plata, and by the United States of Mexico: and His Majesty is further pleased to declare that the ships of and belonging to the dominions of His Majesty as King of Hanover, or of His Majesty the King of Sweden and Norway, or of His Serene Highness the Duke of Oldenburgh, or of the Free Hanseatic Republic of Lubeck, Bremen, and Hamburgh, or of the State of Columbia, or of the United Provinces of Rio de la Plata, of the United States of Mexico, are entitled to the privileges so granted as aforesaid by the law of navigation, and may respectively import from such the dominions to which they respectively belong into the British possessions abroad, goods, the produce of such dominions respectively, and may export goods from the British possessions abroad, to be carried into any foreign country whatever: His Majesty doth further declare and grant that it shall be lawful for Russian ships to import into any of the British possessions abroad, from the dominions of His Majesty the Emperor of All the Russias, goods the produce of those dominions, and to export from such possessions, to be carried to any foreign country whatever; and His Majesty, is further pleased to declare and grant that it shall be lawful for ships of or belonging to any kingdom or state within the limits of the East India Company's charter, to import from the dominions to which they respectively belong, goods, the produce of such dominions, into the colony of the Cape of Good Hope, and into the island of Ceylon, and into the island of Mauritius, and into His Majesty's settlements in the island of New Holland, and in the island of Van Dieman's Land and into the several islands and territories dependent

dent upon and belonging to the several settlements or colonies aforesaid, and to export goods from such several settlements or colonies, or their respective dependencies, to be carried into any foreign country whatever ; provided always that nothing herein contained shall extend to take away or abridge any power now vested in His Majesty's subjects in the last mentioned settlements or colonies, of trading with any kingdom or state, within the limits of the said Company's charter, and in further pursuance of the said act of parliament, His Majesty doth declare that no foreign country is entitled to the privileges so granted as aforesaid by the law of navigation, other than and except the foreign countries hereinbefore particularly mentioned ; and that no foreign ships can or may lawfully import into or export from any of the British possessions abroad, any goods, except so far as the right of such foreign countries to which such ships may belong is hereinbefore declared ; provided always that nothing herein contained, shall extend to infringe or interfere with any treaty or convention subsisting between His Majesty and any foreign state or power ; provided also that nothing herein, or in the said former orders in council, or any of them shall extend to His Majesty's garrison and territory at Gibraltar, or to the island of Malta, but that goods shall and may be imported into and exported from Gibraltar and Malta, in the same manner in all respects as though this present order, or the said former orders, had not been made.

AMERICA—FOREIGN POSSESSIONS.

LABRADOR has the form of a peninsula, and lies between the 50th and 60th degrees of N. lat. It is bounded on the south by Canada and the gulf of St. Lawrence, on the east by the Atlantic ocean, on the north by Hudson's straits, and on the west by Hudson's bay. Labrador was discovered by a Portuguese navigator, from whom it derived its present appellation, and who found its coasts inhabited by Iskimos, while the interior contained what Europeans have termed American savages. The Iskimos are, in reality, the same people with the Greenlanders. Their manners are offensive, and they make use of sledges drawn by dogs. They are, in general, a peaceable people, but, like all other barbarous tribes, vindictive and furious when much excited. The mountaineers form a distinct class, having very much the general character of gypsies. They reside in wigwams, or tents, covered with deer-skin and the rind of the birch-tree. The rein-deer constitutes their principal food, and they also pursue foxes, martins,

and beavers. The interior is at present but little explored ; but, so far as it is known, it contains some appearances of fertility, and beside several species of trees, as elders, firs, birch, &c. produces wild celery, scurvy-grass, and Indian salad. The Moravian missionaries, who formed some settlements in this country about the year 1766, discovered what has been termed the Labrador stone, an iridescent felspar. The eastern coast presents a desolate appearance : rocky mountains rise suddenly from the borders of the sea, with spots of black peat earth scattered with dwarf shrubs. Rivers and lakes are numerous, but springs uncommon. Multitudes of islands, occupied by sea fowl, particularly eider-ducks, and by deer, foxes, and hares abound on the coasts. The birds are also numberless. The animals of Labrador are chiefly of the fur kind. There are both white and black bears, besides rein-deer, beavers, porcupines, and wolverenes. The fish are principally salmon, trout, pike, barbel, and eels.

FLORIDA, a country of North America, situated between the 25th and 31st degrees of N. lat. and between the 80th and 91st degrees of W. long. It is bounded on the north by the states of Georgia; east by the Atlantic; south by the gulf of Mexico; and west by the Mississippi. The length of this country, following the sinuosities of the coast, may be estimated at about 800 miles. Its breadth is various. The broadest part of West Florida is about 130 miles, while the narrow peninsula of East Florida extends from south to north 400 miles.

Principal Ports.—**AMELIA ISLAND**—**PENSACOLA**—**ST. AUGUSTINE**.

CUBA, the largest and most western island of the West Indian seas, and supposed by many geographers to have been originally a portion of the continent of Mexico, as Cape Catoche in Yucatan, and the western headland of Cuba, have every appearance of being the termination of an isthmus, gradually worn down by the pressure and action of the waters, which now form the gulf of Mexico, impelled by the trade winds: whence has been formed that singular and impetuous current called the Gulf Stream, distinguishable even as far north as the higher latitudes of the European continent. Cuba extends from 74. 2. to 84. 56. 7. W. longitude, from east to west, in the form of an irregular crescent, having the superior portion of the curve in 23. 15., and its most southern point in latitude 19. 48. N.; embracing a length of above 760 miles, but with no greater medial breadth than 70, its extreme breadth being 134. The sugar of Cuba, or as it is called in the market, the Havannah, and sometimes Lisbon sugar, is, in an equal stage of refinement, far superior to that from the English, French, or Dutch islands. In 1781 the exports from the Havannah alone were 62,500 boxes. In 1810 they amounted to 230,000 boxes, averaging each 400 lb. weight, and each worth forty dollars. In 1821, 236,669 boxes were exported. Upon these an export duty equivalent to $4\frac{1}{2}$ per cent. is paid. The culture of coffee in Cuba did not receive encouragement until the destruction of the St. Domingo plantations in 1791. In 1778 the crop was scarcely known. In 1803, eighteen millions of pounds were produced; and in 1821 nearly 100 millions of pounds were exported from the Havannah. The cultivation of this berry is daily increasing. The tobacco of Cuba is well known for its fine flavour, and the perfection in which it is grown; it is exported in the leaf, as snuff, and manufactured into segars, being accounted supe-

rior to that of other parts of the world. If the culture and trade of this production were free, it would be the greatest source of prosperity to the island; but from the restrictions imposed, the crop, which in former years amounted to 600,000 arrobas, was in 1810 reduced to only 200,000; it has since revived, and by the latest estimates is supposed to yield 400,000 arrobas, a quantity infinitely smaller than it is capable of yielding from the lands at present in cultivation. The commerce of the island of Cuba consists in the exportation of its natural productions, herein enumerated; in return for which, are imported all descriptions of manufacture, whether articles of necessity, or works of fancy and luxury; and England, France, and the United States of America divide the profits of the extensive trade, which exceeds that of any part of Spanish America. There are but very few manufactures in Cuba, the climate deprives the inhabitants of the energy and industry necessary for their establishment, and they will probably ever remain dependant on the natives of a less fruitful part of the globe.

HAVANNAH, the capital of the island, is situated in latitude 23. 8. 16. N. and in longitude 82. 21. 30. W. of Greenwich. The port of Havannah is one of the best harbours in the New World, being sufficiently deep for ships of the largest class, and capable of receiving at once a thousand vessels, which lie land-locked within the bay. The number of vessels annually entering the port of the Havannah in 1810 were about 1200; in 1817 the number exceeded 1300, of which about 385 were Spanish, and the remainder foreigners; and of the whole about 70 were vessels of war. Besides the Havannah, the chief towns of the island of Cuba, ranking according to population, are St. Jago de Cuba, Puerto Principe, Bayamo or San Salvador, Matanzas, and Guanabacoa.

PORTO RICO, an island in the West Indies, situated 60 miles to the eastward of Hispaniola; about 140 miles in length from east to west, and 36 in breadth from north to south. The principal trade of the natives consists in their sugar, ginger, hides, and cotton both raw and manufactured, cassia, mastic, salt, oranges, lemons, and sweetmeats. Long. 65. 30. to 67. 45. W. Lat. 18. to 18. 35. N.

GUADALOUPE, one of the largest and most valuable of the Carribbee Islands. It is situated in Long. 62. W., and in Lat. 16. 20. N., and is between 60 and 70 miles in length, and about 25 miles in its greatest breadth.

Principal

Principal Ports.—BASSETERE and POINT A PETRE.

MARTINIQUE, one of the largest of the Caribbees, being 50 miles from north-west to south-east, about 16 broad, and 140 in circumference. The principal productions are sugar, coffee, cassia, cotton, indigo, cocoa, ginger, &c. It is well adapted to trade, from the number of its bays and harbours, which possess the inestimable advantage of affording a certain shelter from the hurricanes which infest these latitudes.

Principal Ports.—PORT ROYAL, the capital, and ST. PIERRE. Long. of the Port de France 61. 5. 45. W. Lat. 14. 35. 49. N.

ST. CROIX, one of the Carribbee Islands. It is about 10 leagues long and 5 broad, and intersected by several small rivers. It exports sugar, cotton, and rum.

Principal Ports.—CHRITIANSTADT and FREDERICKSTADT.

ST. THOMAS, the principal of the Virgin islands, in the West Indies, about 18 miles in circumference, belonging to the Brandenburgers and Danes. It has a safe and commodious harbour. The trade is very considerable. Long. 64. 50. W. Lat. 18. 22. N.

ST. DOMINGO, or HISPANIOLA, and in the language of the natives HAYTI, one of the largest and most fertile of the West India islands, extending in length from east to west about 390 miles, and in breadth from 60 to 150 miles. It is situated between the islands of Jamaica and Cuba on the west, and Porto Rico on the east, and extends from 17. 37. to 20. north latitude, and from 67. 35. to 74. 15. west longitude. It is estimated by Walton that from the year 1804 to 1808, about 75 vessels annually arrived at the ports of St. Domingo, with cargoes amounting to about £150,000 sterling, for which they took back wood in exchange. The island of St. Domingo, it is well known, has, for a long time, been in a state of open rebellion to the parent countries. Attempts are now

(October, 1825) making to get its independence acknowledged by the European powers. How far they may ultimately succeed in that respect, it is at present, of course, impossible to determine. They appear, however, to be consolidating their resources, and assuming more and more the regular forms of government.

Principal Ports.—JACQUEMEL—JEREMIE—PORT PAIX—PORT AU PRINCE.

CAYENNE, an island of South America, in French Guiana, about 18 miles in length from north to south, and 10 miles broad. On the north and east it has the Atlantic ocean, and it is separated from the mainland of Guiana by the river Cayenne, and the Ouyal. Latitude of the north point 5. 0. N. Long. 53. 15. W.

SURINAM, a colony of Guiana, in South America, settled and improved by the Dutch. It is about 150 miles from east to west, and 60 from north to south. It produces coffee and sugar. Long. 53. 40. to 56. 25. W. Lat. 4. 45. to 6. N.

CURACOA, a West India island, situated immediately off the province of the Caracas, in the Republic of Colombia, on the northern shore of South America. Curacao is the westernmost island of the groupe classed as the Lesser Antilles; it belongs to the government of the Netherlands, and was first settled about the year 1600. It lies upon the twelfth degree of north latitude and the sixty-ninth degree of west longitude from Greenwich: this island is long, in respect to the breadth, extending from north-west to the south-west; it contains an area of 600 square miles, and a population of 8500, of whom but 1200 are whites. Curacao is little better than a bare rock; it produces, however, sugar, tobacco, wool, and leather; and it is celebrated for a liqueur bearing its name. Its chief value therefore is as a convenient mart. The principal towns are Curacao and Williamstadt. At the south-east extremity lies the small island of Little Curacao.

Communication with St. Domingo and Jamaica. No British merchant ship shall sail from any place in the Island of Jamaica to any place in the Island of St. Domingo, nor from any place in the island of St. Domingo to any place in the island of Jamaica, under the penalty of the forfeiture of such ship, together with her cargo; and no foreign ship which shall have come from, or shall in the course of her voyage have touched at any such place in the island of St. Domingo, shall come into any port or harbour in the island of Jamaica; and if any such ship having come into any such port or harbour, shall continue there for forty-eight hours after notice shall have been given by the officer of customs to depart therefrom, such ship shall be forfeited; and if any person be landed in the island of Jamaica from on board any ship which shall have come from or touched at the island of St. Domingo, except in case of urgent necessity, or unless licence shall have been given by the governor of Jamaica to land such person, such ship shall be forfeited, together with her cargo. 6 Geo. 4. c. 114. § 48.

UNITED STATES OF AMERICA.

As to Importation into the United Kingdom of Goods the produce of America, see page 1.

There appear to be now nineteen United States of North America, including Indiana, and six Territorial Governments, so called, as not being yet regularly organized into states, but under the general government of the Union.

In 1788, the number of square acres in the United States amounted to 233,800,000, of which only about 1,250,000 were cultivated; and in 1808 to 600,000,000, of which about 2,500,000 were in a high state of cultivation. At the present time, the American writers estimate them at the enormous increase of 1,600,000,000 acres. Of this it can only be remarked, that the accession of Louisiana and the lands cleared westward hardly account for so vast an addition of territory.

The increase of the population during this period exceeds all preceding instances. In the year 1749, the whole white population of the North American colonies, now the United States, amounted, according to M. Pitkin (*Statistical View of the Commerce, &c. of the United States*, New York, 1817), only to 1,046,000.

The Americans possess an insatiate thirst after commercial speculation. The merchants of this continent carry on trade with almost all parts of the globe; but the great bulk of their mercantile transactions abroad is with Great Britain. France possesses also a considerable share in the commerce of America. They trade also considerably to Spain, Portugal, and Holland, and to the various ports of the Baltic, and the Mediterranean. Their trade to the East Indies has greatly increased within the last few years.

The United States export about one-fourth of their agricultural produce, which consists of wheat, flour, rice, Indian corn, rye, beans, peas, potatoes, beef, tallow, hides, butter, cheese, pork, &c.; horses, mules, sheep, tobacco, cotton, indigo, flax-seed, wax, &c.

Their imports embrace every European article of utility and amusement, and every luxury of the east.

As the rivers of the United States are more numerous, they are also much more navigable than those of Europe. The Hudson, or North river is navigable above 200 miles from the sea. Above all, the Mississippi is navigable E. and W. about 1,700 miles in a straight line; and in its northern to its southern extreme points, 1,680 miles. This

river and its branches spread over a surface of about 1,500,000 square miles, through the territories of Mississippi, Missouri, North-West, and Illinois; and the states Indiana, Ohio, New York, Pennsylvania, Maryland, Virginia, the two Carolinas, Georgia, Kentucky, Tennessee, and Louisiana.

The external commerce of the United States has advanced in proportion to its increase in population.

At the period when the importation of all manufactures was lately stopped from Europe, and the Americans were actually forced into them, no less than a capital of 1,000,000,000 dollars was employed in the manufactories of the United States; but no sooner did the external cause cease to operate, than the internal stimulus was also found deficient.—The manufactories, although established quickly, broke up, and now not more than 500,000,000 dollars are employed; so impossible has it been found to force this system upon the country. There is consequently no stated and continuous employ for any one man in the United States; he is successively a farmer, a lawyer, a clergyman, a merchant, a congress man, a soldier, and a diplomatist; he is, in fact, freed from all restraint as to his vocation, and may pursue any to which he may be propelled by his particular genius.

The manufactures from foreign materials are, at present, spirits from molasses, refined sugars, chocolate, gunpowder, brass and copper, and medicines. The manufacture of wool is thriving, and the merino breed increases rapidly throughout the several states. In iron, and especially hemp, the United States will soon be independent of the rest of the world. Kentucky produced in one year to the value of 700,000 dollars, in a quantity of 120,000 cwt. In the same year, in the same state, were produced 40,000 cwt. of cordage, of the value of 400,000 dollars, making a total for both articles of 1,100,000 dollars. The cotton consumed, reckoning the average of the three years 1811, 1812, and 1813, exceeds 20,000,000 lb.

In

In wood, the chief manufacturers are household furniture, carriages of all kinds, ships, and pot and pearl ashes.

The manufactures of leather are boots, shoes, harness, and saddles. Soap and tallow candles are manufactured in private families as well as in general establishments. Cotton, wool, and flax are also manufactured much in private families. Fifty thousand tons of bar-iron are annually consumed; 10,000 tons are exported in a rude state, for foreign completion, and the remaining 40,000 are manufactured at home. Sheet, slit, and hoop iron are almost wholly made at home; and cut nails are manufactured for home consumption, of which 300 tons are annually exported.

Cutlery and fine hardware, and steel-work, are entirely imported from Britain. Of copper and brass works, almost all the zinc and all the copper is imported. Colours of red and white lead are imported largely; but lead for shot is found and made at home. Plated ware is made in the cities of Philadelphia, New York, Boston, Baltimore, and Charlestown. Gunpowder, coarse earthenware, window-glass, glass bottles, and white glass decanters, are manufactured there nearly in sufficient quantity for home consumption. About 1,000,000 bushels of salt are manufactured, and 3,000,000 are imported. The white crockeryware of Philadelphia will, it is asserted, compete with any in England. Saltpetre is made in Virginia, Kentucky, Massachusetts, and East and West Tennessee. Nearly 10,000,000 lb. of maple-tree sugar is produced in Ohio, Kentucky, Vermont, and East Tennessee. Good copperas is produced in West Tennessee and Vermont.

Twenty-five millions of gallons of ardent spirits are yearly distilled and consumed in the United States. Four hundred water and horse mills, which work 120,000 spindles for cotton spinning, are employed. Fulling-mills, 2,000, and 400,000 looms. One hundred millions of yards of cloth made from wool, cotton, and flax. For making gunpowder there are 300 mills, 600 furnaces, forges, and bloomeries; and for manufacturing paper there are 200 mills.

EXCHANGE, COINS, &c.—The exchange between England and the United States is at par when, for every £100 sterling,

Currency.
£. s. d.

Pennsylvania, Maryland, Jersey, and Delaware, give . . .	166	13	4
Virginia and New England . . .	133	6	8
New York and North Carolina	177	15	6 $\frac{3}{4}$
Georgia and South Carolina . . .	103	14	0 $\frac{3}{4}$

The dollar varies according to the currency of each state. In Pennsylvania, Maryland, Delaware, and Jersey, it is = 7s. 6d.; in New England and Virginia, to 6s.; in New York and North Carolina, to 8s.; in South Carolina and Georgia, to 4s. 8d.

The public accounts, formerly kept in pounds, shillings, and pence, were, in 1789, ordered to be kept uniformly in dollars, dimes, cents, and mills: the dime, being one-tenth of the dollar; the cent, one-hundredth; and the mill, one-thousandth. A mint was established, and the following coins were ordered at the same time:

The eagle, = 10 dollars, to contain 247 $\frac{1}{2}$ grains of pure, or 270 of standard gold: the standard being 22 carats, or $\frac{1}{12}$ fine, = 2l. 3s. 8d. English.

Half-eagles and quarter-eagles, of the same proportions.

Dollars, or units, to contain 371 $\frac{1}{2}$ grains of pure, or 416 grains of standard silver, the standard being $\frac{1455}{1661}$ fine, or 10 oz. 14 dwts. = 4s. 3 $\frac{3}{4}$ d. English.

Half-dollars, quarter-dollars, dimes, and half-dimes, of the same proportions.

Cents, of the value of one-hundredth of a dollar, to contain 208 grains of copper.

Half-cents of the like proportion.

The weights and measures of the United States are the same as those of England, except that in the States of Virginia, the Carolinas, and Georgia, sales are commonly made by the quintal of 100lb.

NEW ENGLAND, a country of North America, forming the north-east part of the United States. bounded north by Canada, east by New Brunswick and the Atlantic, south by the Atlantic and Long Island sound, and west by New York. Long. 64. 54. to 73. 26. W. Lat. 41. to 48. 12. N. Population 1,271,974. It contains 65,000 square miles.

Principal Ports.—BOSTON—NEW BEDFORD—NEWHAVEN—PENOBSCOT—PORTSMOUTH—PROVIDENCE.

NEW YORK, one of the United States of America, bounded north by Lake Ontario, the river St. Lawrence, and Lower Canada, east by Vermont, Massachusetts, and Connecticut, south by the Atlantic, New Jersey, and Pennsylvania, and west by Pennsylvania, Lake Erie, and the river Niagara. Its greatest length from north to south is 300 miles; its breadth from the state of Massachusetts to Lake Erie, on the parallel of 42 deg. is 340 miles. The exports exceed those of any other state in the union. They consist of beef, pork, wheat, flour, Indian corn, rye, butter, cheese, pot and pearl ashes, flax seed, peas, beans, horses, cattle, lumber, &c.

Principal Ports.—NEW YORK and LONG ISLAND.

PENNSYLVANIA, one of the United States, bounded north by New York; east by the river Delaware, which separates it from New Jersey; south by Delaware, Maryland, and Virginia; and west by Virginia and Ohio. Wheat is the most important article of produce. The next in value is Indian corn. Buck-wheat, rye, barley, oats, flax, hemp, beans, peas, and potatoes,

are

are extensively cultivated. Long. 74. to 80. 40. W. Lat. 39. 43. to 42. N.

Principal Port.—PHILADELPHIA.

MARYLAND is bounded on the north by Pennsylvania and Delaware, east by Delaware and the Atlantic, south-west and west by Virginia. It is intersected from north to south by Chesapeake bay, along which, on each side, it extends 196 miles in length to the northern line which separates it from Pennsylvania and Delaware. It is 120 miles broad, and is of a very irregular form. It is situated between 38. and 39. 43. N. lat. and between 75. 10. and 79. 20. W. long. Flour and tobacco are the principal articles of export. The other exports are iron, lumber, Indian corn, pork, flax-seed, beans, &c. The trade of the state is principally carried on from Baltimore with the other states, with the West Indies, and various parts of Europe.

The principal port is BALTIMORE.

VIRGINIA, one of the United States, situated between 36. 30. and 40. 40. N. latitude, and between 1. 40. E. and 6. 20. W. longitude. The chief exports are tobacco, wheat, Indian corn, lumber, tar, pitch, turpentine, beef, pork, &c. From the southern parts are sent to Europe tobacco, wheat, flour, Indian corn, cotton, peas, white oak, staves, tar, pitch, turpentine, pork, bacon, ginseng, rattle and black snake root, indigo, oak bark, charcoal, lamp-black, peltries, deer, bear, racoon, musk-rat, wild-cat, or panther, wolf, and squirrel skins. From the northern parts, hemp, saltpetre, gunpowder, lead, coals, cypress, and pine shingles, to the north of Europe and West India islands. To the latter, butter has been sent; peach brandy to the north of Europe.

Principal Ports.—ALEXANDRIA—NORFOLK—PETERSBURGH—RICHMOND—(the metropolis).

NORTH CAROLINA. The exports from the lower parts of this state are tar, pitch, turpentine, rosin, Indian corn, boards, scantling, staves, shingles, furs, tobacco, pork, lard, tallow, bees' wax, myrtle wax, and other articles. Their trade is chiefly with the West Indies, and with the northern states. From the latter, they receive flour, cheese, cyder, apples, potatoes, iron wares,

cabinet wares, hats, and dry goods of all kinds imported from Great Britain, France, and Holland. From the West Indies, rum, sugar, and coffee are imported.

Principal Ports.—BEAUFORT—WILMINGTON—NEWBERN.

SOUTH CAROLINA lies between the 32d and 35th degrees of north latitude, and between the 78th and 81st degrees of west longitude from London. It is in length, from east to west, 216 miles; in breadth, from north to south, 162. Tobacco, wheat, cotton, hemp, flax, and indigo, are exported.

The principal port is CHARLESTOWN.

GEORGIA, situated between 30. 37. and 35. N. lat. and between 80. 8. and 91. 8. W. long. being about 300 miles in length from north to south, and on an average 250 in breadth. It is bounded on the north by North Carolina and Tennessee, north-east by South Carolina, south by Florida, east by the Atlantic ocean, and west by west Florida and the Alabama territory. The chief articles of export from this state are cotton, rice, tobacco, indigo, sago, lumber of various kinds, naval stores, leather, deer skins, snake root, myrtle, bees' wax, corn, and live stock. In return for the numerous exports, are imported West India goods, teas, wines, various articles of clothing, and dry goods of all kinds. From the southern states are imported cheese, fish, potatoes, apples, cyder, &c.

Principal Ports.—SAVANNAH and ST. MARY'S.

NEW ORLEANS, a city and port of entry of the United States, and capital of the state of Louisiana, situated on the left bank of the Mississippi, 105 miles from its mouth. New Orleans is very advantageously situated for trade, near the mouth of one of the noblest rivers in the world. The vessels sailing from this port are chiefly employed in exporting the produce of the country, consisting in bark, coals, cotton, corn, furs, hides, pitch, planks, rosins, skins, tar, timber, turpentine, sand, shells, lime, &c. New Orleans is a great mart for the produce of the western states. 1260 miles from Washington, 1549 N. E. from Mexico, and 1769 S. S. E. from Pittsburg. Long. 90. 8. W. Lat. 29. 57. N.

TREATY of Peace and Amity between His Britannic Majesty and the United States of America, signed at Ghent, December 24, 1814.

ARTICLE 1. *Peace established.* There shall be a firm and universal peace between His Britannic Majesty and the United States, and between their respective countries, territories, cities, towns, and people, of every degree, without exception of places or persons.

Done in triplicate at Ghent, the 24th December, 1814.

GAMBIER.

H. GOULBURN.

WM. ADAMS.

JOHN QUINCY ADAMS.

J. A. BAYARD.

H. CLAY.

JON. RUSSELL.

ALBERT GALATIN.

The ratifications of this treaty were duly exchanged at Washington, at 11 P. M. on the 17th ultimo,

CONVENTION

CONVENTION of Commerce between Great Britain and the United States of America, signed at London, the 3d July, 1815.

ARTICLE 1. *Liberty of Commerce.* There shall be between all the territories of His Britannic Majesty in Europe, and the territories of the United States, a reciprocal liberty of commerce. The inhabitants of the two countries respectively shall have liberty freely and securely to come with their ships and cargoes to all such places, ports, and rivers in the territories aforesaid, to which other foreigners are permitted to come, to enter into the same, and to remain and reside in any parts of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and generally the merchants and traders of each nation respectively shall enjoy the most complete protection and security for their commerce; but subject always to the laws and statutes of the two countries respectively.

2. *Duties.* No higher or other duties shall be imposed on the importation into the territories of His Britannic Majesty in Europe, of any articles, the growth, produce, or manufacture of the United States, and no higher, or other duties shall be imposed on the importation into the United States, of any articles, the growth, produce, or manufacture of His Britannic Majesty's territories in Europe, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country, nor shall any higher or other duties or charges be imposed in either of the two countries on the exportation of any articles to His Britannic Majesty's territories in Europe, or to the United States respectively, than such as are payable on the exportation of the like articles to any other foreign country; nor shall any prohibition be imposed upon the exportation or importation of any articles the growth, produce, or manufacture of the United States, or of His Britannic Majesty's territories in Europe, or to or from the said territories of His Britannic Majesty in Europe, to or from the said United States, which shall not equally extend to all other nations. (a)

No higher or other duties or charges shall be imposed in any of the ports of the United States on British vessels, than those payable in the same ports by vessels of the United States; nor in the ports of any of His Britannic Majesty's territories in Europe on the vessels of the United States, than shall be payable in the same ports on British vessels. (a)

The same duties shall be paid on the importation into the United States of any articles, the growth, produce, or manufacture of His Britannic Majesty's territories in Europe, whether such importation shall be in vessels of the United States, or in British vessels, and the same duties shall be paid on the importation into the ports of any of His Britannic Majesty's territories in Europe, of any article, the growth, produce, or manufacture of the United States, whether such importation shall be in British vessels or in vessels of the United States.

The same duties shall be paid, and the same bounties allowed on the exportation of any articles, the growth, produce, or manufacture of His Britannic Majesty's territories in Europe, to the United States, whether such exportation shall be in vessels of the United States or in British vessels; and the same duties shall be paid and the same bounties allowed, on the exportation of any article, the growth, produce, or manufacture of the United States, to his Britannic Majesty's territories in Europe, whether such exportation shall be in British vessels, or in vessels of the United States. (a)

Drawbacks. It is further agreed, that in all cases where drawbacks are or may be allowed, upon the re-exportation of any goods, the growth, produce, or manufacture of either country respectively, the amount of the said drawbacks shall be the same, whether the said goods shall have been originally imported in a British or American vessel; but when such re-exportation shall take place from the United States in a British vessel, or from the territories of His Britannic Majesty in Europe in an American vessel, to any other foreign nation, the two contracting parties reserve to themselves, respectively, the right of regulating or diminishing, in such case, the amount of the said drawback. (a)

West Indies. The intercourse between the United States and His Britannic

(a) As to duties, &c. see page 624.

Majesty's possessions in the West Indies, and on the continent of North America, shall not be affected by any of the provisions of this article, but each party shall remain in the complete possession of its rights, with respect to such an intercourse.

3. *East Indies.* His Britannic Majesty agrees that the vessels of the United States of America shall be admitted, and hospitably received, at the principal settlements of the British dominions in the East Indies, viz. *Calcutta, Madras, Bombay, and Prince of Wales's Island*, and that the citizens of the said United States may freely carry on trade between the said principal settlements and the said United States, in all articles of which the importation and exportation respectively, to and from the said territories, shall not be entirely prohibited; provided only, that it shall not be lawful for them in any time of war, between the British government and any state or power whatever, to export from the said territories, without the special permission of the British government, any military stores, or naval stores, or rice. The citizens of the United States shall pay for their vessels, when admitted, no higher or other duty or charge than shall be payable on the vessels of the most favoured European nations, and they shall pay no higher or other duties or charges on the importation or exportation of the cargoes of the said vessels, than shall be payable on the same articles when imported or exported in the vessels of the most favoured European nations.

But it is expressly agreed, that the vessels of the United States shall not carry any articles from the said principal settlements to any port or place, except to some port or place in the United States of America, where the same shall be unladen.

China, Cape of Good Hope, St. Helena, &c. It is also understood, that the permission granted by this article is not to extend to allow the vessels of the United States to carry on any part of the coasting trade of the said British territories, but the vessels of the United States having, in the first instance, proceeded to one of the said principal settlements of the British dominions in the East Indies, and then going with their original cargoes or any part thereof, from one of the said principal settlements to another, shall not be considered as carrying on the coasting trade. The vessels of the United States may also touch for refreshments, but not for commerce, in the course of their voyage to or from the British territories in India, or to or from the dominions of the Emperor of China, at the Cape of Good Hope, the Island of St. Helena, or such other places as may be in the possession of Great Britain, in the African or Indian seas; it being well understood that in all that regards this article, the citizens of the United States shall be subject in all respects to the laws and regulations of the British government from time to time established.

4. *Consuls.* It shall be free for each of the two contracting parties respectively to appoint consuls, for the protection of trade, to reside in the dominions and territories of the other party; but before any consul shall act as such, he shall in the usual form be approved and admitted by the government to which he is sent; and it is hereby declared, that in case of illegal and improper conduct towards the laws or government of the country to which he is sent, such consul may either be punished according to law, if the laws will reach the case, or be sent back, the offended government assigning to the other the reasons for the same.

It is hereby declared, that either of the contracting parties may except from the residence of consuls such particular places as such party shall judge fit to be so excepted.

5. *How long Convention to be binding.* This convention, when the same shall have been duly ratified by His Britannic Majesty and by the President of the United States, by and with the advice and consent of their Senate, and the respective ratifications mutually exchanged, shall be binding and obligatory on His Majesty and on the said United States for four years from the date of its signature; and the ratifications shall be exchanged in six months from this time, or sooner if possible. [See article 4, next page.]

Done at London, the 3d July, 1815.

FRED. J. ROBINSON.
HENRY GOULBURN.
WILLIAM ADAMS.

JOHN Q. ADAMS.
H. CLAY.
ALBERT GALATIN.

CONVENTION

CONVENTION *between Great Britain and the United States of America, signed at London, the 20th Oct. 1818.*

ARTICLE 1. Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof to take, dry, and cure fish, on certain coasts, bays, harbours, and creeks, of His Britannic Majesty's dominions in America, it is agreed between the high contracting parties, that the inhabitants of the said United States shall have, for ever, in common with the subjects of His Britannic Majesty, the liberty to take *Fish* of every kind, on that part of the coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours, and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Streights of Bellisle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company: and that the American fishermen shall also have liberty, for ever, to dry and cure fish in any of the unsettled bays, harbours, and creeks, of the southern part of the coast of Newfoundland, here above described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground. And the United States hereby renounce for ever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of His Britannic Majesty's dominions in America, not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them.

2. It is agreed that a line drawn from the most north-western point of the lake of the woods, along the forty-ninth parallel of north latitude, or if the said point shall not be in the forty-ninth parallel of north latitude, then that a line drawn from the said point due north or south, as the case may be, until the said line shall intersect the said parallel of north latitude, and from the point of such intersection due west along and with the said parallel, shall be the line of demarcation between the territories of the United States and those of His Britannic Majesty, and that the said line shall form the northern boundary of the said territories of the United States, and the southern boundary of the territories of His Britannic Majesty, from the lake of the woods to the Stony Mountains.

3. It is agreed, that any country that may be claimed by either party on the north-west coast of America, westward of the Stony Mountains, shall, together with its harbours, bays, and creeks, and the navigation of all rivers within the same, be free and open, for the term of 10 years from the date of the signature of the present convention, to the vessels, citizens, and subjects of the two powers: it being well understood, that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of the said country, nor shall it be taken to affect the claims of any other power or state to any part of the said country, the only object of the high contracting parties, in that respect, being to prevent disputes and differences among themselves.

4. All the provisions of the convention to "regulate the commerce between the territories of the United States and of His Britannic Majesty, concluded at London," on the 3d day of July, in the year of our Lord 1815, with the exception of the clause which limited its duration to four years, and excepting, also, so far as the same was affected by the declaration of His Majesty respecting the island of St. Helena, are hereby extended and continued in force for the term of 10 years from the date of the signature of the present convention, in the same manner as if all the provisions of the said convention were herein specially recited.

5. Whereas it was agreed by the first article of the treaty of Ghent, that "all territory, places, and possessions whatsoever, taken by either party from the other, during

during the war, or which may be taken after the signing of this treaty, excepting only the islands hereinafter mentioned, shall be restored without delay, and without causing any destruction, or carrying away any of the artillery, or other public property originally captured in the said forts or places, which shall remain therein upon the exchange of the ratifications of this treaty, or any slaves, or other private property"—and whereas, under the aforesaid article, the United States claim for their citizens, and as their private property, the restitution of, or full compensation for, all slaves, who at the date of the exchange of the ratifications of the said treaty were in any territory, place, or possessions whatsoever, directed by the said treaty to be restored to the United States, but then still occupied by the British forces, whether such slaves were, at the date aforesaid, on shore, or on board any British vessel, lying in waters within the territory or jurisdiction of the United States; and whereas differences have arisen, whether, by the true intent and meaning of the aforesaid article of the treaty of Ghent, the United States are entitled to the restoration of, or full compensation for, all or any slaves, as above described, the high contracting parties hereby agree to refer the said differences to some friendly sovereign or state, to be named for that purpose; and the high contracting parties further engage to consider the decision of such friendly sovereign or state to be final and conclusive on all the matters referred.

6. This convention, when the same shall have been duly ratified by the President of the United States, by and with the advice and consent of their Senate, and by His Britannic Majesty, and the respective ratifications mutually exchanged, shall be binding and obligatory on the said United States, and on His Majesty: and the ratifications shall be exchanged in six months from this date, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have thereunto affixed the seal of their arms.

Done at London, the 20th October, 1818.

ALBERT GALATIN.
RICHARD RUSH.

FREDERICK JOHN ROBINSON.
HENRY GOULBURN.

[Ratified by the President of the United States, January 30, 1819.]

LOUISIANA.—By treasury letter, dated July 3, 1821, respecting the expediency of submitting to parliament a proposition for placing the trade of Louisiana on the same footing as that with the United States of America, it is stated that the lords of committee for trade conceive that there can be no doubt that Louisiana being an acknowledged portion of the United States of America, is entitled to all the benefits of the treaties of 1815 and 1818, in the same manner as other parts of the union.

Duty upon Imports into Great Britain. Upon the importation into the United Kingdom, of any goods, the growth, production, or manufacture of the United States of America, imported direct from thence in any vessel built in the countries belonging to the said States, or taken by any of the vessels of war belonging to the government or any of the inhabitants of the said States, having commissions or letters of marque and reprisal, from the government of the said States, and condemned as lawful prize in any court of admiralty there, such vessel being owned by the subjects of the said States, and whereof the master and three-fourths of the mariners are also subjects of the said States, no higher or other duties shall be charged, than such as are charged upon goods, of the like description, being the growth, production, or manufacture, of the United States of America, and imported in British-built vessels navigated and registered according to law. 59 Geo. 3. c. 54. § 2.

Auction Duty. All goods and effects imported in any vessel built in the United States of America, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, may be sold by auction free of the duty imposed by law on goods and effects sold by auction: provided, that nothing in this act shall authorize the sale of any such goods or effects

effects free of the said duty, unless on the first sale of such goods or effects by or for the account of the original importer thereof, by whom the same were entered at the custom house at the port of importation, nor unless such sale be made within twelve months next after the time when such goods or effects shall have been so imported. § 3.

Duty upon Export from Great Britain. The same duties shall be payable on the exportation of all goods, of the growth, produce, or manufacture of Great Britain, exported direct thence to any place within the United States of America in British-built ships owned, registered, and navigated according to law, or in ships built in the United States of America, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, as shall be payable on the exportation of the like articles to Europe. § 4.

Campbell and others, Executors of Donaldson, against Innes.

Friday, May 11, 1821.

Assumpsit on a policy of insurance on the ship Mankattan and cargo, from Virginia to Great Britain. Plea, general issue. At the trial at the last sittings at Guildhall, before Abbott, C. J. it appeared the ship was built in America, but was the property of Messrs. Osborne and Co. who were British subjects, and by them was chartered for this voyage to Donaldson, who was also a British subject. The cargo consisted of timber, the produce of the United States. Upon this it was objected that the *voyage was illegal*, being in violation of the Navigation Laws. (a)

The learned Judge was of this opinion, and directed a nonsuit. And now

Scarlett moved, by leave, to enter a verdict for the plaintiff.

ABBOT, C. J. I think the nonsuit right. The difficulty is this: the importation is not legalised by 49 Geo. 3. c. 59. because that act is confined to ships American *owned*, and here the owners of this ship were British subjects. Nor can the importation be legal as being in a British ship, because the Register Acts (b) prevent this vessel, being *American built*, from being so considered.

Rule refused.

BARNEWALL and ALDERSON'S REPORTS,
Easter Term, 1821.

Bounty on Export from Great Britain. Upon the exportation from the United Kingdom to the United States of America of any goods, the growth, production, or manufacture of the United Kingdom, or any of His Majesty's territories in Europe, in any vessel built in the United States of America, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, the same bounty or allowance shall be paid as at the time of such exportation may be allowed upon the exportation thereof to the said States in any British-built vessel navigated and registered according to law. § 5.

East Indies. All vessels built in the United States of America, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, shall be allowed to clear out from any port of the United Kingdom for the following principal settlements of the British dominions in the East Indies, *viz. Calcutta, Madras, Bombay, and Prince of Wales's Island*, with any goods, which may be legally exported from the United Kingdom to the said settlements in British-built vessels, subject to the like regulations, as are now by law imposed upon the exportation of such goods to the said settlements in British-built ships. § 6.

Continuance of Act. This act shall continue in force so long as the convention between His Majesty and the United States of America, dated 3d of July, 1815, and the aforesaid treaty between His Majesty and His Royal Highness the Prince Regent of Portugal, and so long as any treaty to be made with any foreign power with the similar provision hereinbefore recited, shall respectively continue in force. § 12.

(a) The greater part of the Navigation Laws have been repealed. See now pages 1—5.

(b) For the Register Acts, see page 339.

SOUTH AMERICA.

As to Importation into United Kingdom of goods the produce of America, see pages 1—5.

SOUTH AMERICA. Every species of authentic information regarding this portion of America is the more particularly welcome at this moment, when the long depressed energies of so many millions of people are at length roused into action, and the whole frame of society, in all its members, is assuming a new attitude. Such a crisis can scarcely ever arrive without painful convulsions, and there was nothing in the previous state of the South American provinces to warrant an expectation, that they would in this respect form a splendid exception to the general history of mankind.

We know how difficult it is to convey, by any description, an adequate idea of the mixed grandeur and soft repose, the sublimity and the beauty, of a mountainous country enriched with the exuberance of a tropical vegetation. For a successful description of this we must refer to the pages of the Bavarian travellers, Von Spix and Von Martius, which we barely glanced at in a former number. The grand chasm in the granite ridge through which the voyager sails into the dark blue arm of the sea, generally unruffled as an inland lake;—the verdant banks, forming an agreeable contrast with the numerous white houses, chapels, churches, and forts, with which their sloping sides are studded;—the succession of wooded knolls, stretching to the distance of eighteen or twenty miles, till lost in the grand cluster of the Organ Mountains, with their peaked summits,—are all pourtrayed by these travellers in the most vivid, but at the same time faithful colours.

South America is that part of the American continent extending from 9. N. to 60. S. lat. being of an average breadth, separately considered, of from 1400 to 1600 miles. To the E. it has the Atlantic, which divides it from Europe and Africa; to the W. the Pacific, or Great South Sea, by which it is separated from Asia. The isthmus by which it is divided from North America is about 500 miles long. At Darien, or Panama, some writers describe it as only 34 miles over; and, allowing for the rivers communicating with the seas on either side, this is probably a correct estimate. This isthmus, with the north and south continents, forms the gulf of Mexico, in and near which lie the West India islands; the whole of which, together with the southern continent, have been denominated by several European writers, and particularly the Spanish, the West Indies, in contradistinction to the eastern parts of Asia, called the East Indies.

SPANISH AMERICA. Spanish Ame-

rica is divided into three great viceroyalties, namely, that of Granada, in the N.; of Peru, in the W.; of La Plata, in the S.E.; and into a captainship-general, or presidency, of Chili, in the S.W.

PORTUGUESE AMERICA. This portion of the continent, known under the general title of Brazil, is situated in the torrid zone, extending from the mouth of the large river Maragnon, or Amazonas, to that of La Plata, from 2. N. to 35. S. of the equinoctial line.

GUAIANA is comprehended within the country bounded E. and N.E. by the Atlantic ocean; N. and partly W. by the river Orinoco; W. by the kingdom of Granada; and S. by the large chain of mountains which separates the waters running into the Orinoco and Atlantic ocean from those running into the Amazonas.

By far the greater part of the precious metals used in the world are brought from America, and, with the exception of those from the mines of Mexico, almost all from the southern continent. It is impossible to give any adequate description of the treasures of these mines. The annual produce of the mines of New Granada, as calculated from the amount of the royal duties, and therefore considerably under the truth, amounts to 18,000 Spanish marks of pure gold, and very few of silver; the value in dollars is 2,624,760, the gold being estimated at 145 $\frac{82}{100}$ dollars, and the silver at 9 $\frac{4}{10}$ dollars the Spanish mark. Besides this we must add for contraband 1,735,240 dollars, and the total produce will then be 4,360,000.

In the northern parts of Peru, are the famous mines of Potosi, several of them of gold, but those of silver are found all over the country. The mines of Potosi are chiefly of silver, and never did nature afford to the avidity of man, in any country on the globe, such endless sources of wealth. These mines were accidentally discovered in the year 1545.

The annual sum derived from these mines, according to the latest accounts, and as calculated from the produce of the royal duties, and therefore considerably under the truth, amounts to 3400 Spanish marks of pure gold, and 513,000 ditto of pure silver. The value in dollars of both is 5,317,988; the gold being estimated at 145 $\frac{82}{100}$ dollars, and the silver at 9 $\frac{4}{10}$ dollars the Spanish mark. Besides this, we must add for contraband 922,012 dollars; and the total produce will then be 6,240,000. The following will show what has been the increasing amount of the produce of these mines of late years:

COINAGE OF POTOSI.

	Gold.		Silver.	
	Value in Dollars.	Reals.	Dollars.	Reals.
Annual average from				
1780 to 1790	257,247	1	3,960,010	7
Coinage of 1791	257,526	0	4,365,175	0
Coinage of 1801	481,278	0	7,700,448	0

The silver mines of Esquilache, in Peru, are so rich, that the bishop's yearly dues from the labourers amounted to 14,000 dollars; and one of the 36 which lay close together in that neighbourhood, was not long since sold for no less a consideration than a rent of 1040 dollars a day. These mines are nevertheless but half worked, for want of mechanical power, though great quantities of silver are, in fact, extracted from them. Alcedo observes, that if these mines were to be emptied of their water, they would, without doubt, yield twenty times as much ore as is usually produced from them. In Chili, there are mines of silver, copper, lead, sulphur, white lime, and salt, but the most abundant of all are those of copper; large quantities of this metal having been sent to Spain for founding artillery, and, indeed, from the same source has been made all the artillery of this kingdom. This metal is found of two sorts, one of which is called *campanel*, and is only fit for founding, and the other, which has a mixture of gold, and is called *de labrar*, or working metal, and which is known only in this province.

In the province of Santiago are some mines that can only be worked in the summer months, namely, December, January, February, and March; but in the winter time the rains and snow, and severity of the weather, force the labourers to desist.

Twenty leagues from the capital is the great mine of Kempú; some of the metals

of which are founded, and some otherwise prepared. Further towards the south is another mine, named Maipo, the metals of which are lowered down by engines from a very lofty mountain, discovered more than 100 years ago, and called San Simon; and here also are the mines of De San Pedro Nolasco, which render a considerable portion of massy silver. On the north part, by the mountains of the curacy of Colina, are found 34 gold-mines, which are actually worked, independently of 200 others, which are also worked. Besides these mines, there are 5 lavaderos, or washing places, in the mountain of Guindo, and some other veins in the old ascinto of Tiltit. The top of Calen is covered with lavaderos of the richest gold.

The total amount furnished by the mines of Spanish America, annually, in gold and silver, may be reckoned as follows: *viz.* by

New Spain	£5,030,800
New Granada	507,000
Peru and Chili	1,730,000
Buenos Ayres, or La Plata	882,000

Making a total of £8,149,800 to which may be added more than another million for the contraband trade.

A company has been recently formed in England for working these mines.

ORINOCO, a celebrated river of South America, one of the greatest in the world. Long. 59. 50. W. Lat. 8. 30. N.

MEXICO.

MEXICO, or NEW SPAIN, generally designates that vast extent of country of which the parallels of the 38th and 10th degrees of latitude may be considered as the northern and southern limits; while on the west it is washed by the Pacific ocean, on the east by the gulf of Mexico, and on the south-east by the Atlantic ocean. The limits which ought to be assigned to Mexico on the north and east are not accurately defined. The western coast of Mexico is of very dangerous navigation during the months of July and August, when terrible hurricanes blow from the south-west. At that time, and even in September and October, the ports of San Blas and Acapulco are of very difficult access. New Spain is richer in the treasures of the mineral kingdom than any other portion of the globe; but, owing to a want of skill, the Spaniards have never fully availed

themselves of their natural advantages. It is supposed, that the various mining stations of gold and silver in New Spain amount to upwards of 450. According to Mr. Humboldt, there are, in these stations, nearly 3000 actual mines, of which the principal are Guanaxuato, Zacatecas, San Luis Potosi, Mexico, Guadalajara, Durango, Sonora, Valladolid, Oaxaca, Puebla, Vera Cruz, and Old California. The veins of gold and silver are found chiefly in the primitive and transition rock. The most productive silver mines of New Spain are situated at an elevation of from 5900 to 9840 feet above the level of the sea; and the three mines of Guanaxuato, Catorce, and Zacatecas, supply half as much again as all the rest together. The silver exported from New Spain to India and Europe amounts, per annum, to 1,650,000 lb. in weight. Gold is generally obtained

obtained by washings in the sands of torrents. It is found abundantly in the alluvial grounds of Sonora; and grains of a very large size have been detected in the sands of Hiaqui and Pimeria. The mines of Oxaca yield quantities of gold in veins; it is also found in most silver mines, mixed with the silver, crystallized and in plates. The amount of gold produced in New Spain is equal in value to a million of piastres, or £218,333 sterling; the produce of silver to twenty-two millions of piastres, or £4,812,500 sterling. Native silver is sometimes found in masses in the mines of Batopilas. The celebrated silver mines of Potosi, in South America, are said to be surpassed by the mines of Guanaxuato, which produce twice their quantity of gold and silver. In Valenciana, the largest of the Guanaxuato mines, the great vein is 22 feet in breadth, the pits extend to the breadth of 4900 feet, and the lowest is 1640 feet deep. The proprietors reap an actual net profit of from £82,500 to £123,759 per annum, after the deductions of the necessary expences and the King's fifth. The mine of Sombrete, in Zacatecas, yielded, in a single year, a profit of more than £833,400 sterling. In San Luis Potosi, the mine of La Purissima Catorce affords a profit annually of at least £43,700. As the process of smelting is not much used in the mining establishments, owing to the deficiency of fuel, most of the silver is separated from the ore by means of mercury; the quantity made use of in the process of amalgamation is upwards of 2,000,100 lb. troy weight. In the mines of Valladolid and New Mexico, copper is found, of which the ancient Mexicans make their tools and utensils. Tin is discovered in grains in the clayey soil of Zacatecas and Guanaxuato. Iron also exists in various parts of New Spain in great abundance, but neither iron, tin, nor copper are brought in large quantities to market, as these metals are in little request. New Leon and Santander produce lead; and Mexico antimony, zinc, and arsenic. Mercury is the production of Mexico and Guanaxuato, but the mines are wretchedly managed, and the mercury for the purpose of amalgamation is sent to the colonies of Spanish North America from the mother country. Coal, which is seldom found in North America, exists in New Mexico; and salt is afforded by the lakes. New Spain also produces diamonds, topazes, emeralds, and various other gems; asphaltus, amber, jasper, alabaster, and the loadstone. There exist a few silver mines in the province of Nicaragua, in Guatemala, and gold is found in lumps in the provinces, and also in the sands of the rivers and torrents. The mountains of Honduras also possess some mines of gold and silver, which are very productive. It is said that there are

several others in the neighbourhood of Valladolid.

A company has recently been formed in England for working the American mines.

The revenue of these colonies consists in the duties paid on all gold and silver extracted from the mines, on the sale of quicksilver, and upon all exports and imports. The manufactures are principally of cottons, woollens, soap and soda, plate, powder, segars, and snuff. There are also some manufactories of crockery ware and glass. The coining of metals, the manufacturing of powder and tobacco, is carried on by the government under a royal monopoly. Beautiful toys of bone and wood are made by the Indians. Cabinet ware and turnery are executed with great skill by Spanish artizans. Carriages are also made in New Spain; but most of these vehicles, which are used by the nobility and gentry, are supplied by the London manufacturers.

The commerce, as a whole, has been lately considerably augmented, both by the great agricultural improvements, and by the formation of good roads in the interior. The domestic trade is pretty brisk, in maize, ingots of metal, transferred from the mines to be coined or assayed, hides, flour, tallow, woollens, iron, mahogany, and mercury. Also in the native productions of cocoa, chocolate, copper, variegated woods, cottons, wines, fermented liquors, tobacco, sugar, rum, pulque, wax, and powder for the mines.

The foreign trade consists in coin, plate, ingots of gold and silver, cochineal, sugar, flour, indigo, provisions, hides, pimento, vanilla, jalap, sarsaparilla, mahogany, logwood, cabinet woods, soap, and cocoa. The imports of Europe are cottons, linens, woollens, silk goods, paper, brandy, rum, mercury, steel, iron, wines, wax, vinegar, raisins, almonds, olives, oil, saffron, corks, thread, crockery ware, and cordage, together with a variety of minor articles, in fruits, medicines, and toys. The imports from the East Indies, at the port of Acapulco, are linens, calicoes, silks, muslins, cottons, spices, gums, and jewellery. New Spain, in return, exports to the East Indies, coined silver, iron, cochineal, cocoa, wine, oil, wool, and hats. The imports from the other Spanish American colonies to Acapulco principally consist of Jesuits' bark, Chili, or long pepper, oil, Chili wine, copper, sugar, cocoa, and chocolate; in return for these articles, New Spain supplies them with woollens of her own manufacture, cochineal, tea, and some East Indian commodities. But, notwithstanding this home and foreign commerce carried on by New Spain, Mexico affords but little towards the support of the mother country. In fact, not one of the Spanish American settlements, excepting the viceroyalties of Peru and Mexico, make any regular

regular remittances of money to Old Spain. Humboldt states, from the public accounts, that New Spain only remits annually to Spain about a million and a quarter of money.

Mexico is at this moment an object of intense interest to every Briton.

This vast region, which to us is a newly discovered land, contains upwards of 75,000 square leagues, and nearly seven millions of inhabitants. It is situated in moieties, under the torrid and the temperate zones; but in general, its climate, its soil, and the physiognomy of its vegetation, assume the character of the latter terrestrial division. Mexico chiefly consists of an immense district of table land, at an elevation varying from 6000 to 8000 feet above the level of the adjacent seas, and the climate of these elevated regions is uniformly salubrious. These plains are on both sides bounded by tracts of land, which, on the eastern side, interpose themselves between the mountains and the gulph of Mexico, and on the western are laved by the Pacific.

The configuration of the country is eminently adapted for intercourse. It is intersected with rivers, the advantages of which have never been sufficiently appreciated; nor has art in any instance availed herself of the opportunities which nature has afforded her for internal navigation. On the coast of the Pacific, Mexico abounds with magnificent ports; but for a considerable time it has been imagined that her eastern coast did not possess the same advantages. The merchant, however, who has hitherto dreaded the moorings of Vera Cruz, will probably now discover a secure anchorage in the capacious basin of the Goazacalco.

The greater portion of Mexico may be classed among the most fertile regions of the earth. Her agricultural productions are as various as the physical aspect of the country. The table land produces all the fruits and grains of the northern parts of America and Europe; while the low country bordering on the coasts, yields in profusion all the productions of the tropics. Every product which is deemed peculiar to certain climes, and which commerce with elaborate enterprise collects from the various quarters of the globe, may, under a careful cultivation, be all acquired in Mexico. Sugar and cochineal, cocoa, cotton, coffee, and wheat, and hemp and flax, are found in the same regions which give us silk and oil and wine. But above all, Mexico possesses metallic depositories in a most eminent degree, and peculiarly of silver. A great advantage also to the progress of national industry arises from the height at which these metals are deposited; and the Mexican mines, unlike those of all other countries, are situated in the most beautiful

portions of the land. Cultivated fields and flourishing villages, and populous towns and magnificent cities, adorn the immediate vicinity of the mining districts, and the luxuriant and delicious Baxio is bounded by the metaliferous mountains of Guanaxuato.

Lastly, the physical situation of Mexico, if we consider it as relative to its communication with the rest of the civilized world, possesses inestimable advantages. Placed on an isthmus washed by the South Sea and the Atlantic, the government of Mexico may, to use the emphatic words of Humboldt, transmit their orders from the capital in five weeks to the Peninsula in Europe, and in six weeks to the Philippine Isles in Asia.

The present population of the city of Mexico may be estimated at about 160,000 inhabitants. The extent of the city is computed to be a square of between three and four miles. The new city of Mexico, which was commenced in 1524, is built on piles. The streets are wide, and intersect each other at right angles; they are all well paved, and have trottoirs. The public squares are spacious, and surrounded by buildings of hewn stone, and tasteful architecture. The public edifices and churches are splendid, and the private dwelling-houses, constructed either of porous amygdaloid or of porphyry, have an air of solidity and magnificence. These are chiefly three or four stories high, with flat terrace roofs, and many of them are ornamented with iron balconies. The houses of Mexico are all squares, with open courts, and the corridor, or interior piazzas, ornamented with evergreens, flourishing in enormous china vases.

The appearance of the country about the city indicates a former inundation. It is marshy, and can only be passed on causeways raised with stone two or three feet above the level of the plain.

VERA CRUZ, a province or intendency of Mexico, situated under the burning sun of the tropics, and extending along the Mexican gulf from the Rio Baraderas (or de los Lagartos) to the great river of Panuco, which rises in the metalliferous mountains of San Luis Potosi.

VERA CRUZ, the grand sea-port of Mexico, or New Spain, and the residence of the intendant of the province. Long. 100. 49. 15. W. Lat. 19. 11. 52. N.

Extract of a Letter from Mr. John Quick, master of the *Henry*, from Liverpool, dated Alvarado, the 9th of November, addressed to Messrs. Wm. Broad and Son, agents to Lloyd's, at Falmouth:—

“Before I left Liverpool, I was given to understand that the bar of Alvarado had always 15 feet of water on it, and that the largest ship of war might lay inside, had she

water to go over the bar; but finding this account to be very erroneous, induces me to write to you, as I am very apprehensive some very serious losses may occur in consequence of the information given respecting this place; and think it my duty, and but right, that the public should be made acquainted with the nature of this port. On the 31st ultimo, on my approaching the harbour, running in with light airs of wind, the vessel going about two knots, and keeping the lead going with from 12 to 15 fathoms of line, and no bottom; but when close on the bar, the first soundings got were six fathoms, and, before another cast could be got, the vessel struck, only drawing ten feet three inches of water; a pilot boat that instant laid alongside, which I was steering for, and in the deepest water. The pilot saying we could not go in, the Henry was then brought to the wind; but before the sails could be trimmed, the pilot found we had got so far in, that there was no other alternative but to run, striking occasionally, but very light, as there was no sea on, and the vessel received no damage. We very soon deepened our water to three and four fathoms, and ran up about two miles abreast of the town of Alvarado, and came to anchor in three fathoms of water; but in no part of the river can I lay the Henry, to swing with 40 fathoms of cable, but she will tail on the ground with 10 feet of water, and in the deepest water $3\frac{1}{2}$ fathoms, although the port is perfectly safe for small vessels when in. Another particular circumstance worth noticing in these seas is, should a vessel be caught on the coast, when a Norther sets in (as it is called here), which lasts from 12 to 24 hours, and sometimes from two to three days, but when so long, not so violent, but frequently with that violence that no canvass can stand, and must, of course, go on shore, if not sufficient drift. I experienced one the day after my arrival here, and had I been outside, must have gone on shore, if any way near the

land. At this season of the year, the Northers are very frequent.

"This part of the country of Mexico and its inhabitants are in a perfect state of nature. The small town of Alvarado consists of about 600 inhabitants, and at this time there are about 1,500 added to the town from Vera Cruz, which has been bombarded from the Isle of St. Juan de Ulloa, which is still in possession of Old Spain: it lies in front of Vera Cruz, and has completely destroyed the town, and the inhabitants have been obliged to go wherever they could find refuge. Many of them are under tents or any temporary covering they could make; and it being the rainy season, are so much exposed they are dying by hundreds.

"On the 12th and 14th ult. two American schooners, fine vessels, with valuable cargoes of manufactured goods, were totally lost on this bar. I believe the Henry was the fifth English vessel ever in the port.

"It was publicly stated at Liverpool, that the harbour dues were two rials per ton, whereas they are 20 rials, or $2\frac{1}{2}$ dollars per ton, and all other charges (such as pilotage, &c.) in proportion.

"I proceed from hence to Campeachy, to load for the Mediterranean. This goes by a small schooner bound to Philadelphia, which is waiting, and has been for some time, a favourable opportunity to get over the bar."

*Money*s—34 maravedis = 1 real; 8 reals = 1 peso, or dollar, in which moneys accounts are kept at Mexico, Peru, Chili, and all the other dominions of Spain in South America. The gold coins are: the new *doblon* de à ocho of 16 pesos; the $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ in proportion. The silver coins are: the peso of 8 Mexican reals of plate; the $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ in proportion. The intrinsic value of the peso or dollar is 4s. $4\frac{1}{2}$ d. sterling.

Weights and Measures, see Cadiz, p. 515.

For Stirling Value of other Coins, see *Tables* in p. xl.

TREATY of Amity, Commerce, and Navigation between His Majesty and the Government of Mexico, dated in 1825.

The 1st Article makes the usual provision for lasting peace and amity between the two countries.

2. Provides for a free intercourse and commerce between the subjects and dominions of the two parties, as in the Colombian treaty. An exception is made of the coasting trade.

3. Stipulates that the Mexicans shall trade as well with the dominions of the King of Great Britain out of Europe as those in Europe, to the utmost extent now permitted to any other nation.

4. As

4. As in the Colombian treaty, is a stipulation for the same duties on the produce of each nation in the ports of the other, as are now paid or to be paid by the most favoured nation, with an exception by Mexico in favour of the other new American States.

5. The duties on tonnage, lighthouse, and port charges, to be comprehended in the foregoing article.

6. The vessels of the two nations reciprocally to be on the footing as to import and export duties in the ports of each other of the most favoured nation.

7. Determines what vessels shall be considered British and Mexican:—British, all that are so registered;—Mexican, whatever vessels have been built in the Mexican States, or nationalized according to law, and whose master or captain shall be a Mexican born or naturalized, and three-fourths of whose crews shall have been admitted to the service with the knowledge of the Government. This definition of what constitutes a Mexican vessel is to subsist only for ten years.

8. Mexican individuals embarked on board His Britannic Majesty's ships of war, as well as Mexican effects and property received in them, shall be covered and protected by the flag of His Britannic Majesty. Mexican persons, property, and goods, embarked in British trading vessels, shall be covered and protected by that flag in the same manner as persons and property of the most favoured nation. The persons and property of British subjects shall enjoy the same protection in Mexican ships of war or trading vessels. The Mexican flag shall enjoy in time of peace, as well as war, the same rights and privileges as His Britannic Majesty has granted, or may hereafter grant, to the most favoured nation. The vessels of either contracting party shall not be seized or detained in the dominions of the other for military service, without sufficient indemnification.

9. Corresponds to the 8th of the Colombian treaty, is a stipulation for the right of the subjects of each party to transact their business in the states of the other, whether on their own account, or as brokers, agents, factors, &c.

10. Provision as in the Colombian treaty, as to the property bequeathed by will, and that of intestates being subjects of one state, in the dominions of the other.

11. An exemption from compulsory military service, extraordinary contributions, and requisitions. In port regulations, &c. &c. the subjects of each party are to be subject in the dominions of the other to the ordinary laws.

12. The appointment of consuls.

13. In case of interruption of peace, a term of six months is to be given to merchants of each contracting nation, on the coast, and a year to those of the interior of the dominions of the other, to withdraw their property and regulate their affairs. Those who are settled may remain subject to the laws. Debts due by individuals, as well as property in public funds, or shares in companies, shall not be seized or detained.

14. The subjects of His Britannic Majesty residing in the United Mexican States, are protected from persecution or molestation on account of their religion, "provided they respect that of the nation in which they reside, and the constitution, laws, usages, and customs of the same." Right of sepulture is stipulated for. Mexican citizens to enjoy the same rights in His Britannic Majesty's dominions, and to perform their worship either in their houses, or in chapels or places appointed for it.

15. "Shall be deemed in full force and avail between His Britannic Majesty and the United Mexican States, the conditions contained in the 6th article of the treaty of Versailles, of the 3d September, 1780, and in the convention to explain and render effective the stipulation of the said article concluded in London, the 14th July, 1786, with respect to the part which relates to the (limits of the) territory of the United Mexican States."

16. "The United Mexican States pledge themselves to co-operate with His Britannic Majesty for the total abolition of the slave trade, and to prohibit, in the most efficacious manner, every person resident in the said states from taking part in the said trade."

17. Provision for the consideration of any new points which may arise six years

years from the ratification of the treaty, which, on being settled, shall have the same force as this treaty.

18. The ratifications to be exchanged within four months, or sooner, if possible, at London.

The additional Article explains, that consistently with Article 4 of the treaty, the United Mexican States may grant privileges to Spain superior to those enjoyed by Great Britain; but these privileges are not to be exclusional or prohibitory, and are to be limited to a fixed number of years.

COLOMBIA occupies an extent of 22°, or 1,320 miles of longitude, reckoning from the mouth of the Orinoco, to the western extremity of the Isthmus of Panama; and 18°, or 1,080 miles of latitude, 11½ to the north, and 6½ to the south of the equator, reckoning from Cape la Vela to the southern extremity of Quito. It is bounded to the north and east by the Atlantic ocean, and by Dutch and French Guyana; to the west by the Guatamalan province of Veragua and the Pacific; and to the south by deserts which separate it from Peru, and by Indian nations who inhabit the unexplored banks of the Orellana, or American river, which forms its natural boundary on the side of the Brazils. The principal articles of Colombian commerce are cocoa, coffee, cotton, indigo, sugar, tobacco, hides, cattle, and Brazil-wood. Cocoa is cultivated on the low rich soil of the sea-coast of Caracas, on the banks of the river Tuy and its tributary streams, near Barquesimito, in the province of Maracaybo, in the environs of Merida, Truxillo, and the vallies of Cucuta, in the province of Varinas, on the banks of the Bocono and Masporro rivers, near Pedraza, where it grows wild, and in several parts of the provinces of Cumana and Barcelona. In the province of Caracas, the annual growth amounted in 1810 to 140,500 fanegas of 110 lb. each: about 100,000 were exported to Spain, 15,000 to Mexico, and the remainder was consumed in the country. The great destruction and abandonment of the plantations, caused by the war, must have diminished this produce, although the constant and ready sale, and increasing demand of the European market, cannot fail to give a powerful impulse to its cultivation. Its price in the last two years in the Caracas market, has varied from 20 dollars to 25 the quintal or £100. Coffee is cultivated generally through the vallies of Caracas, and within these few years has been introduced in almost all the temperate vallies of Venezuela, where it yields abundantly. Before 1810 the annual exportation amounted to 80,000 quintals; but the soil of Colombia is capable of supplying the whole world, in the strict and literal meaning of the word. Coffee fetches in Caracas from 18 dollars to 22 the quin-

tal.(a) Cotton is grown in all parts of the country, but principally for exportation, in the vallies of Aragua, and the province of Cartagena. Its annual amount was in 1810 about 40,000 quintals: not the ten thousandth part of the quantity the country is capable of producing. Indigo is cultivated principally in the vallies of Aragua, and in the province of Varinas. The exportation amounted formerly in some years to 800,000 pounds weight. Sugar-cane is every where cultivated; but the want of art or industry to refine the sugar, as well as the great consumption of the country, prevent it from forming a considerable article of exportation. Tobacco is cultivated at Cumanagota, in the province of Cumana; in the vallies of Aragua; at Bayladores and La Guta, in the province of Maracaybo; at Savaneta in Barinas; and San Antonio in Guyana. The monopoly of this article has been retained by the present government as a war-tax, but the ill effects of this measure are evident from the fact, that native tobacco cannot bear the competition of foreign, even though encumbered with a duty of 50 per cent; so that the importation of the latter is now prohibited altogether. Hides and cattle constituted the principal trade of the plains by way of the Orinoco, and of the province of Barcelona. The West India islands have always depended on this country for their mules and horses, but the means of supply have been much diminished by the destruction of the cattle during the war. The trade of Brazil-wood belongs exclusively to the province of Rio Hacha, in which alone it is found. It fetches from 8 to 16 dollars the mule load of 250 lb., according to the quality of the wood, and the demand for it, which of late years has been rapidly increasing. There was formerly a considerable pearl fishery on the coast of the island of Margaritta, but of late years it has been abandoned: there is another on the Goagira coast, betwixt Rio Hacha and Maracaybo; it is in the hands of the independent Indians who inhabit that territory, with whom it may be supposed their more civilized neighbours trade to a considerable advantage. The pearls of this coast are remarkable for their beautiful orient, as it is termed, or play of light, in which they are much superior to

(a) The price at Caracas, in June, 1824, was of coffee from 10 to 10½ dollars the quintal. Cocoa, 27½ ditto, ditto, the

the pearls of the east. (b) The precious metals, gold and silver, and platina, are principally extracted from the provinces of Antioquia and Choco. No small part of the gold was formerly smuggled to the West Indies, the remainder, as well as the silver, was coined in the mints of Popayan and Santa Fé. The annual sum coined in both averaged, during the years 1801-2-3 and 4, 2,299,249 dollars. The want of capital and machinery, as well as of scientific research, has hitherto locked the mineral wealth of Colombia within the womb of its parent earth. There can be little doubt when these deficiencies are supplied, both that the present mines will be more productive, and that many new ones will be discovered. Gold is known to be very generally dispersed: in Rio Hacha it was found in the sands washed down within the town. The little river Sucia, which enters the Chama, near Laguillas in the province of Merida, is said to contain it. There are unworked mines of silver near Mariquita in New Grenada. Platina is found abundantly in the province of Choco. Emeralds are found in many places, especially in the bed of a little river about 20 leagues from Bogota, on the road to the plains, where

almost every stone contains an emerald. Among minor articles of commerce, bark is of some importance. The provinces of Loxa and Jaen have been long celebrated for the production of this valuable medicine; but the barks of Santa Fé owe their reputation to the discoveries of Dr. Mutes, who published a work on the subject in 1793, entitled "El Arcano de la Quina." Betwixt 1802 and 1807, 33,418 quintals of these barks had been exported from the port of Cartagena. It grows chiefly in the province of Mariquita. The stately forests which cover the banks of the Magdalena and Orinoco, with their tributary streams, will hereafter supply Europe with cedar and mahogany, and an infinite variety of woods of exquisite beauty and durability, both for building and cabinet work. Drugs, precious balsams, particularly the balsam of Tolu—a great variety of dying plants—bees'-wax—the coarser metals, as copper and iron—cochineal, which is found abundantly about Quito, near Barquismeto, and Timotes in the valley of Truxillo. Articles now wholly, or in great part, neglected, will one day or other enrich the commerce, of this favoured country.

Treaty of Amity, Commerce, and Navigation, between His Majesty and Colombia.

Down to the thirteenth article of this treaty, each article stipulates for the same points, and in exactly the same order as the preceding treaty concluded with the United Provinces of La Plata. The fourteenth, with the additional one, is subjoined, but being a translation from the Spanish, they are not, of course, exactly conformable to the original.

"Art. 14. And inasmuch as it is convenient and necessary to facilitate to the utmost a mutual good understanding between the two contracting parties, and to remove, beforehand, every kind of difficulty, and that other articles may be proposed and added to the present treaty, which, for the want of time and the pressure of circumstances, cannot now be drawn up with the proper precision, it has been agreed, and is hereby agreed, on the part of both powers, that they shall mutually endeavour with the least possible delay, to treat and agree upon the articles that may be found wanting in this treaty, and which may be judged mutually advantageous; and such articles when they are agreed upon and duly ratified, shall form part of the present treaty of alliance, commerce, and navigation.

"Art. 15. The present treaty of alliance, commerce, and navigation, shall be ratified by the President or Vice-president, intrusted with the executive power of the republic of Colombia, with the consent and approbation of the congress of the same, and by His Majesty the King of the United Kingdom of Great Britain and Ireland, and the ratification shall be exchanged in London within six months from the present day, or sooner if possible.

"In testimony of which, the respective plenipotentiaries have mutually signed and sealed these presents.

"Given in the City of Bogota, the 18th day of the month of April, in the year of our Lord 1825.

"PEDRO GUAL,
"PEDRO BRICENO MENDEZ,
"JOHN POTTER HAMILTON,
"PATRICK CAMPBELL."

(b) By a decree of Congress, dated in August last, a monopoly of all the pearl fisheries of Colombia is granted to Messrs. Rundell, Bridge, and Rundell, of London, on certain conditions.

"**ADDITIONAL ARTICLE.**—Inasmuch as in the present state of the Colombian marine, it would not be possible for any Colombian to take the benefit of the reciprocity established in the 5th, 6th, and 7th articles of the treaty signed this day, if that part which stipulates that, in order to be considered as a Colombian vessel, the vessel must have been really built in Colombia, it has been agreed that for the space of seven years, reckoned from the date of the ratification of this treaty, all vessels, wherever they may have been built, that are *bona fide* the property of one or more of the citizens of Colombia, and whose captain and three-fourth parts of the mariners, at the least, are also Colombian citizens, except in those cases especially provided for by law, shall be considered as Colombian vessels. His Majesty the King of the United Kingdom of Great Britain and Ireland, reserving to himself the right, at the end of the said term of seven years, to enforce the principle of mutual restriction stipulated in the seventh article above referred to, if the interests of the British shipping should be injured by the present exception of that reciprocity in favour of Colombian vessels.

"The present additional article shall have the same force and validity, as if it had been inserted, word for word, in the treaty signed this day: it shall be ratified, and the ratifications exchanged at the same time.

"In faith of which, the respective Plenipotentiaries have severally signed, and put their seals to it.

"Given in the City of Bogota, the 18th day of the month of April, in the year of our Lord 1825.

"PEDRO GUAL,
"PEDRO BRICENO MENDEZ,
"JOHN POTTER HAMILTON,
"PATRICK CAMPBELL."

GUATIMALA extends, according to its political limits, on the narrow part of the continent of America, from the provinces of Oaraca and Vera Cruz, in Mexico, southward to Veragua, on the isthmus of Darien, and includes various districts but little known. Of these, the following are mentioned, namely, Soconusco, Suchitepec, Sonsonate, St. Salvador, St. Miguel, Tiguesgalpa, Choluteca, Honduras, Nicaragua, Costa Rica, Vera Paz, and Chiapa. According to another division of this country, the following are the provinces of which it is composed, namely, Tabasco, Chiapa, Guatemala, Yucatan, Honduras, Nicaragua, and Vera Paz. This country is comparatively fertile, and well peopled; and so much the better cultivated, as the soil, convulsed with volcanoes, contains almost no metallic mines. The general appearance of the soil is fertile in the extreme; and Guatemala abundantly produces corn, cochineal, honey, wax, cotton, the sugar-cane, indigo, maize, pimento, and chocolate. The farming districts produce cattle and sheep in abundance. The whole country is mountainous; but of the particular ridges very little is known. On the western shore, from Oaxaca and Veragua, the country is dreadfully subject to the most tremendous convulsions of nature, which have at times involved whole cities in ruins, and exterminated complete tribes of people. The volcanoes are extremely numerous, and some of them terrific; no less than 20 are known to exist, which are in constant activity. The climate differs according to the situation of the provinces on the eastern and western coasts, the western being in general the healthiest, as in most

other parts of America. In some parts the temperature is exceedingly hot and moist. The rains last from April to September, and violent storms are very frequent.

GUATIMALA, a province of the above government, which extends about 130 leagues along the coast of the Pacific ocean, and is in some places from 30 to 40 in breadth. It is bounded on the north-east by Vera Paz and Chiapa, on the east by Honduras, on the south-west by the Pacific ocean, on the south-east by Nicaragua, and on the north and west by Oaxaca. It is generally of a hot and moist temperature, and is consequently unhealthy. The country is for the most part mountainous, and covered with forests, which abound in many fine sorts of wood. The vallies which are interspersed are fertile, and produce the most delicate fruits both of America and Europe. It also abounds in iron, cattle, cochineal, cotton, and indigo.

GUATIMALA, SANTIAGO, the capital of the above province and government, founded in 1524. Population 49,000. Long. 92. 40. W. Lat. 14. 28. N.

PERU. The present extent of Peru is from the Rio Tumbez, in 3. 30. S. latitude, to the chain Vilcanota, in 15. S. latitude, or 690 geographical miles, while along its coast this length may be prolonged to 375 more; its medial breadth, not including the Pampas del Sacramento, is nearly 80, so that its area may be estimated at 33,630 square leagues, or according to Humboldt, only at 30,000. It is bounded on the north by the southern provinces of Quito, Mainas, Jaen de Bracomoros, and Guayaquil, on the west by the Pacific ocean, on the east by the land

land of the Missions, the Pampas del Sacramento, and the vast plains which, spreading out from the eastern Andes, extend into the Portuguese territories. These plains are covered with a tall rushy grass, and are watered by the great river Amazons, with its tributary streams. The country is divided into High and Low Peru. Peru trades with Europe, the East Indies, coastwise with Mexico, Guatemala, and Chili, and over land with the provinces of the Rio de la Plata. Its exports are chiefly gold and silver, wine, brandy, sugar, pimento, Jesuit's bark, salt, vicuna wool, coarse woollens, and some other manufactures of little value; and it receives in return European goods, live stock, provisions, tallow, cacao, Paraguay tea, cocoa leaf, indigo, timber, cordage, pitch, and copper. The exports of Peru to Potosi and the other provinces of the Rio Plata, are valued at more than two millions of dollars annually, and the imports at 860,000 dollars; so that the balance in favour of Peru is near 1,200,000 dollars, independent of the profits on the carriage of the goods, which belongs also to Peru, as the carriers are Peruvians. Cuzco and Arequipa are the routes through which this trade passes. The chief exports to the Rio Plata are brandy, wine, maize, sugar, pimento, indigo, and woollens. The brandy alone amounts to near a million of dollars. The woollens, which are next in value, are chiefly made in Peru, but part of them are brought from Quito. The provinces of the Rio Plata used formerly to take woollens to a great amount from Quito; but it is now found more economical to procure these articles from Europe by the way of Buenos Ayres. The indigo exported from Peru is previously imported from Guatemala. The chief imports from the Rio Plata are mules, sheep, hams, tallow, wool, cocoa leaf, Paraguay leaf, and a small quantity of tin from Oruro: 20,000 mules are imported annually from Tucuman, for the service of the mines. The chief exports from Peru to Chili are European goods, previously imported at Callao; sugar, coarse woollens made in Peru, indigo from Guatemala, salt, cotton, pita yarn, and some other trifling articles. The imports are chiefly wheat, copper, negro slaves, some of them natives of Chili, but the greater part from Rio de Janeiro and Buenos Ayres; tallow, wine, Paraguay tea, salt meat, timber, cordage, and leather. Part of the copper is used in the mint at Lima, and the remainder, except a small quantity sent to Guayaquil, re-exported to Spain. The ports of Chili that trade with Peru are Valparaiso, Concepcion, and Coquimbo; but Valparaiso alone carries on three times as much trade as the other two. The timber is brought from the isle of Chiloe. Three fourths of the exports to Guayaquil consist of European goods, and

the remaining fourth of flour, wine, brandy, and copper. The imports are chiefly cacao and timber. There is also imported into Peru, on account of the government, a considerable quantity of tobacco, the growth of Guayaquil, which is afterwards re-exported to Chili. The trade with Panama, which was formerly of such magnitude, has declined since the middle of the last century, and is now reduced to a small importation of timber and cacao, and to the remains of a slave trade, which is every day diminishing. The exports from Peru to Panama are coarse woollens, sugar, flour, and brandy. There is also a remittance of 300,000 dollars a year from the treasury of Lima, to pay the garrison and civil government of Panama, without which that city must have fallen to still greater insignificance. Indigo is the principal article of import from Guatemala. Small quantities of logwood, pitch, timber, and cacao are also imported. The exports, which are very trifling, consist chiefly of wine and woollens. The wines and brandies of Peru might be exported with advantage to San Blas, for the consumption of Cinaloa, Sonora, and California; but though permission has been frequently solicited from the government, it has been constantly refused, from an apprehension of interfering with the trade of the mother country in these articles. From the Philippine islands, muslins, tea, and other East Indian goods, are imported, amounting to 270,230 dollars annually, in return for about 2,790,000, exported to Asia, in silver and gold. The ports of Peru which are most frequented are those named Arica, Ilo, Iquique, and Quilca, in the intendancy of Arequipa, and Pisco on the south of Lima; Chancay and Guacho in Lima; and Guanchaco, Pacasmayo, and Payta, in Truxillo, on the north.

LIMA, a province of Peru, which contains several districts, and is bounded on the north by Truxillo, east by Tarma and Guancavelica, west by the Pacific, and south by Arequipa. Lima, which may well be considered the emporium of the New World, is large, populous, rich, handsome, and superior to all the cities of South America. It was founded on the 6th of January, 1535, by Don Francisco Pizarro, marquis de los Charcas y Atavillos. It is situate in an extensive llanura, called the Valley of Rimac; and from a corruption of the spelling we have its present name, Lima. On the N. it is washed by the river of the same name; and over this is a beautiful stone bridge of five arches, built by order of the viceroy, the marquis of Montes Claros. The European goods in greatest request in Lima, and generally in Peru, are silk, superfine cloth, lace, fine linen, and other articles of luxury and show. There is also a considerable demand for ordinary linen, and for the inferior sorts of cloths and woollens. Cutlery, and all

all instruments of iron, are also in great request. Lima is situated about 2 leagues from the sea-coast, and 30 from the Cordilleras. Long. 77. 7. 30. W. Lat. 12. 2. 34. S.

BRAZIL, an extensive country of South America. It extends from the mouth of the great river Amazons to the 35th degrees of S. lat. its length is 2000 miles, and its greatest breadth from east to west is nearly the same; towards the south, however, it is contracted within much narrower limits. On the east, Brazil is bounded by the Atlantic ocean; on the west by Peru and Paraguay.

Principal Ports.—BAHIA—MARANHAM—PERNAMBUCO—RIO JANEIRO—ST. SALVADORE.

The new Brazilian Empire is, indeed, a tempting subject for a traveller's pencil; in whatever light we view it—whether we examine its mountain ridges, clothed to their very summits with noble forests, while within they are stored with gold, diamonds, topazes, and other precious metals and stones—its spacious plains, covered with the richest pasturage—its valleys smiling with cultivation, on a soil pregnant with all the luxuries, the conveniences, and the necessities of life—its rivers communicating with a coast full of safe and convenient harbours, so happily situated as to command a ready commerce with every part of the world—or, lastly, the general salubrity of its climate, in every degree of latitude from the equator to 35° south, favourable in some part or other to the growth and production of every useful and valuable article of the vegetable kingdom—in all and every of these points Brazil must be considered as a country peculiarly favoured by nature, equalled by very few, and certainly not excelled by any.

But all these inestimable advantages were, in a great degree, lost to the inhabitants, while, as a colony of Portugal, Brazil was subject to the paralyzing restrictions of the mother-country. The accession of the court, therefore, could be considered by the colonists in no other light than as a most auspicious event, and was accordingly hailed with acclamations of joy. The ports, which had hitherto been rigidly closed, were now thrown open to foreigners and foreign commerce. Not fewer, according to Von Spix and Martius, than 24,000 Portuguese flocked to the shores of Brazil, besides English, French, Dutch, Germans and Italians. At that period the population of Rio de Janeiro was estimated at 50,000. The authors above-mentioned state it to have risen, in 1817, to 110,000; and Mr. Caldeleugh gives it in 1821 as amounting to 135,000, of which he supposes 105,000 to be negroes, and 4,000 foreigners. The total population of Brazil, including the Indians, is calculated to be

from 3,500,000 to 4,000,000. What the proportion of slaves may be is not easy to ascertain; but it is enormous, and must be rapidly accumulating, if it be true that not fewer than 20,000 are imported annually into Rio de Janeiro alone, exclusive of Bahia and the other ports, for which must be added at least 10,000 more—a number which must cost to Africa an annual drain of at least 40,000 of its unhappy natives.

The trade between Brazil and Europe is very great, and increases yearly. This trade is chiefly carried on by three ports, namely, Gran Para, Bahia, or the Bay of Santos, and Rio Janeiro. Into the last of these are poured the treasures from the mines of the S. and from this port are exported the commodities of Porto Seguro, Spiritu Santo and San Vincente. They imported of late as many as 40,000 negroes annually. The exports consist chiefly of gold, diamonds, precious stones of various kinds, tobacco, indigo, coffee, rice, cocoa, maize, sugar, honey, wax, balsam capivi, ipecacuanha, cinnamon, long pepper, ginger, dyeing woods, cochineal, ambergris, wood for inlaying and other purposes, various rich drugs, and perfumes. Besides these, they also export hides, train-oil and whalebone.

Among the articles sent from Portugal in return, the following are the principal: woollens, linens, stuffs, gold and silver lace, dried fish, hams, sausages, haggesses, pilchards, cheese, butter, biscuits, cakes, wine, oil, vinegar, vermicelli, macaroni, bay leaves, walnuts, peeled chesnuts, dried plums, olives, onions, garlic, rosemary, and glassware of every kind, manufactured at Maranhã. The duties which the agents of the Portuguese government levied on the importation of goods from Lisbon and Oporto, at Rio de Janeiro, were 12 per cent. upon the value of each article. The chief duties paid at Lisbon on the commodities of the Brazils were as follows: on gold, one per cent.; coffee, eight per cent.; sugar, rice, and skins, ten per cent.; indigo, twelve per cent.; and on rum, four dollars on every pipe of 180 gallons. Brazil wood and timber for ship-building were claimed as the property of the crown. One-fifth of the gold extracted from the mines was also exacted by the government; and when any diamonds happen to be found in a gold-mine, it was no longer suffered to be wrought for that metal, all diamond-mines being seized as exclusively belonging to the crown.

The quantity of hides exported from Rio Grande is almost incredible; they furnish many vessels with entire cargoes, which are carried to the northern ports, and from thence embarked for Europe.

Besides the town nuisances there are many very serious drawbacks to be set against the beauty

beauty and fertility of the Brazils. Ants and termites swarm in every part of the country, and commit great ravages in the houses and property of the inhabitants; and mosquitoes, ticks and jiggers, are among the inferior plagues, both within doors and without. Scolopendras, centipedes, scorpions, immense toads and frogs, abound in the woods. Spiders of enormous size spin their webs of such strength, as to catch the smaller kinds of birds. Snakes, in great variety, are very numerous, and the bite of several species is frequently attended with fatal consequences. The boa constrictor attains the size of sixteen or eighteen feet in length, and its skin, when tanned, is said to make excellent boots. Rattle-snakes are numerous and grow to a large size. Mr. Caldcleugh was informed, that in many of the farms two or three slaves lost their lives annually by the poison of this reptile. In the province of the Mines the following extraordinary circumstance is said to have happened:

‘At Saint Joao del Rey, a young man went into the woods, was bitten on the instep by a rattle-snake, came home ill and died. His widow (time being very precious with the fair sex in Brazil) soon married again, and her second availed himself of the clothes of the first, and among other things put on a pair of boots. He was shortly afterwards taken ill and died. A third husband followed and experienced the same fate. Another Brazilian, little alarmed by what had happened, and induced, perhaps, by the accumulation of wealth, became the fourth husband, and by chance discovered the fang of a rattle-snake sticking through the instep of the boot, which being worn by his predecessors, had, in a climate where mortification soon occurs, been without doubt the cause of their deaths.’

A belt of mountains, of the average height of 4,000 feet, runs north and south at no great distance from, and nearly parallel to, the sea-coast, about the central part of the Brazils. Several streams fall from these mountains, those on the eastern side into the Atlantic, but the more numerous and considerable ones on the western side swell the Parana in its course to the Rio de la Plata. The eastern rivers are not navigable, except perhaps the Rio de Francisco, whose tributary branches rise out of the very centre of the mining district.

The want of roads is a greater drawback on the wealth and prosperity of the Brazils than the want of navigable rivers. The fertile district of Santo Paulo communicates with the bay of Santos by one road over the ridge of mountains, but it is passable only by mules. The populous district of the Minas Geraës has no communication with the capital, but by the port of Estrella, at the head of the harbour, from whence there is a road

travelled only by horses or mules; yet all the gold is brought down by this route. The whole distance from Rio to Villa Rica, the capital of Minas Geraës, does not exceed 240 miles, yet it occupied Mr. Caldcleugh fifteen days hard travelling to reach it. It appears from his account of this mining district, and also from that of Von Spix and Martius, that gold is abundantly scattered through the rocks of the mountains, the superincumbent soil, and the beds of the rivers, over a surface of many thousand square miles in extent, but generally in such minute particles as to require a considerable degree of labour in collecting it: sometimes it is found in crystals, sometimes in a dendritical form, and more rarely in lumps; of the latter a piece was found at Villa Rica which weighed sixteen pounds. It is said that this metal has frequently been found in little lumps under the roots of plants pulled out of the ground, having accidentally been washed thither by the rains. So universally indeed is gold disseminated over the central parts of the Brazils, that a golden shower, more extensive and substantial than that which is said to have been poured into the lap of Danaë, might be supposed to have fallen upon them. Even in the streets of Rio, children may be seen, after heavy rains, picking up pieces of gold.

In the mountains this precious metal is found in a red heavy loam, in beds of clay-slate, quartz mica-slate, or in veins of quartz and red ironstone. It usually assumes its most beautiful form in the large foliated iron mica-slate; it is also found in arsenical iron pyrites. All the numerous streams that trickle down the sides of the mountains, but more especially those at their feet which assume a slow and muddy character, are auriferous, not only in their beds but their banks also. Nor is gold the only treasure that the Minas Geraës possesses. We are assured by Von Spix and Martius, that almost every kind of metal is to be found here, with the exception of silver; ironstone, which may be considered to form the chief component part of the long chain, is so rich as to produce ninety per cent. of metal; lead is found beyond the Rio de S. Francisco; copper in S. Domingos; manganese in Paraopeba; platina in several of the mountain streams; quick-silver, arsenic, bismuth, antimony, and red-lead ore, about Villa Rica; diamonds in Tejuco and Abaité; yellow, blue and white topazes, grass and bluish green aqua-marines, red and green tourmalins, chrysoberyls, garnets, and amethysts, in Minas Novas. To which may be added that which is, or ought to be, the greatest of all treasures, yet the most neglected, a very fertile soil covered with a luxuriant vegetation, capable of producing every luxury and necessary of life, under a climate which, from the elevation of the surface, is temperate and agreeable. But here,

here, as elsewhere, the *auri sacra fames* has exerted a baleful influence over the infatuated inhabitants. Neglecting agricultural pursuits, their whole attention has till very lately been drawn to the mines, a lottery in which the great prize generally remains in the wheel. It is a curious circumstance, stated by the Bavarian travellers, that at the first place they entered in the gold district, the only currency was a depreciated paper-money, with a large number of forged notes. Mr. Caldcleugh thus describes the capital:—

“As Villa Rica may be considered the emporium of the Minas Geraës, and as the thoroughfare to the diamond district and other parts in the interior of Brazil, there is still the appearance of much bustle; but it is quite evident from the deserted houses and general appearance of neglect, that it no longer boasts the population that it once contained, nor the affluence which at one time prevailed in such an extraordinary degree. No place exhibits a more interesting spectacle to the moralist than this. A large mountain, thickly veined with gold, draws, on that account, a population of upwards of thirty thousand persons, who, in the course of sixty or seventy years, exhaust its precious riches. With nothing else to recommend it, the soil being very unproductive, and the immediate inhabitants little inclined by love of agriculture to endeavour to improve it, the population, at the end of a century, decreases to a third of its former number, and the streets and the palace, the governor, and the establishment, are alone left as monuments of the extraordinary riches which once prevailed. Poverty has now her full sway at Villa Rica; the streets swarm with mendicants, who, if diseased, confine themselves entirely to begging; but if in health, alternately try the bowl in the streams and the charity of the more affluent in the town.”

There are three modes of collecting the scattered particles of gold—by scooping up the sediment of rivers—by splitting the rock with fire or gunpowder, and carrying the fragments to a stamping-mill—and by turning streams of water into trenches made in loamy auriferous soils, along the declivities of the mountains. The few solitary negroes that are now employed at the lavras, or washing-places, may still be seen, each with his wooden bowl, ‘picking up,’ says Mr. Caldcleugh, ‘a miserable and uncertain subsistence of a few vintems daily.’ The isolated hill upon which Villa Rica stands, appears from the base to the summit absolutely like a honeycomb, by the perforations that have been made into the veins or nests of quartz. Whatever gold is found must be carried to the registering office, in order to be smelted and fined, that the Emperor may receive his fifth, and good care is taken, by placing guard-houses, that as little smug-

gling as possible may be carried on. At the diamond mines of Tejuco, the negroes who are suspected of concealing diamonds, are turned over to an old woman, who acts as the village doctress, and doses them with strong decoctions of plants. Mr. Caldcleugh mentions an instance of an old woman of this kind practising upon a lady, on her way from Villa Rica to Rio de Janeiro, who was stopped at the registro on suspicion of concealing a very large and valuable diamond; which the old woman very shortly produced, and was rewarded for her pains.

The process of amalgamation, without which the gold can never be properly separated from the specular ironstone, antimony, and arsenic, is but ill understood and little practised. Indeed the general want of proper management of the metal fully corresponds with the defective manner of working the mines.

On the river Ypanema an iron-foundry has been established, which is now worked by Germans, after having been abandoned by some Swedish miners, introduced by the Conde Linhares. These poor people, disgusted and dissatisfied with the idleness, irregularity, and impracticability of the mulattoes and negroes, soon became, like the Chinese, lingering and lingering after their native land, and some of them having died, the others took an early opportunity to quit the country. The ore is rich, producing ninety per cent., but the iron is brittle, owing, it is supposed, to the nature of the charcoal. Were there any good roads of communication, this foundry, it is said, would supply all South America with iron.

It would appear from the Bavarian travellers, that the little profit arising from the search after gold has at length induced the inhabitants of the mining districts to turn their attention to their fertile lands, as a surer source of wealth; and that, wherever this has been the case, the appearance of their houses without, and their neatness and comfort within, form a striking contrast with the residences of those who continue the pursuit after gold. The population, too, as might be expected, appears rapidly on the increase within the last few years. Thus in 1808, Minas Geraës contained a total of 433,049, of whom 180,972, were negroes; and, in 1820, there were 621,185, of which 165,210 only were slaves.

The miners might take a lesson from their southern neighbours in the district of Santo Paulo, who with half the population, and not a third part of the slaves in Minas Geraës, produce more real wealth from their cattle and agriculture, than all the gold and precious stones brought from the latter, and are infinitely superior in civilization and all the comforts and luxuries of life. On the plains behind the Sierra, the farms are stocked

stocked with horses and horned cattle, the numbers of which amount from two to forty thousand on a single farm. From the cattle they derive milk and cheese, dried flesh, hides, and tallow, which are sent down by horses and mules to the port of Santos. They have most of the fruits peculiar to tropical climates. The pine-apple grows wild, covering extensive spots of ground, and when cultivated the fruit attains an extraordinary size and delicious flavour. A pleasant and wholesome wine is made from it; and one of a light and agreeable flavour is also expressed from the fruit of the jabuticaba (*myrtus cauliflora*) which has been brought out of the woods, and very generally cultivated, as being one of the best fruits of the country. The mulberry thrives well, and the silk-worm produces a beautiful thread. Here too is a species of worm found plentifully on a laurel-like shrub, which spins a more delicate and brilliant fibre than the common silk-worm. The cochineal plant and insect are everywhere found, but totally neglected, and indigo grows as a weed.

The brief sketch here given of this magnificent country, so peculiarly favoured by its climate, its fertility, and its situation on the globe, is quite sufficient to shew to what a height of prosperity it might be brought by an intelligent and industrious population, possessed of a moderate capital and judiciously employing it. In the present state of commercial enterprise it certainly does appear that in no one of the new states of South America could it be so advantageously employed as in working the mines, improving the agriculture, and giving facility of intercourse between the sea-ports and the interior, and between the several districts of the Brazils.

RIO DE JANEIRO. *Monkeys.*—Accounts are kept here in millreas and reas. They separate the millreas from the reas thus—150,204, which is 150 millreas 204 reas. For which, see LISBON, p. 519.

The coins are; Of Gold. Current Value.
Gold piece 25,600 reas £7 4 0 sterl.
5 moidore piece,

or dobroa 24,000 6 15 0

Moidore 4,800 1 7 0

Testoon 800 0 4 6

Crusado 480 0 2 6

Of Silver.

Pataco or sello 640 0 2 9½

Crusado 480 0 2 3½

Half pataco 320 0 1 5

Half crusado, or

12 vintem piece 240 0 1 2

6 vintem piece 120 0 0 6½

Of Copper: pieces of 20 reas, or 1 vintem, and the half and quarter vintem in proportion.

The Spanish dollar passes current here for 720 to 750 reas, but when paid by them is estimated at 800 reas. The silver coins here are from 7 to 9 dwt. lower than British standard.

Weights—Are about 1 per cent. heavier

than avoirdupois; 98lb. 80 dec. = 100lb. avoirdupois of England; and are thus divided; 2 drams = 1 octave; 8 octaves = 1 ounce; 16 ounces = 1 pound; 32 pounds = 1 aroba; 4 arobas = 1 quintal; 13½ quintals = 1 ton.

Measures.—The alquiere, a measure for corn, salt, and other dried commodities, measures 817 cubic inches, and 50 alquieres = 19 bushels English; and is thus divided: 2 outavas = 1 quarto; 2 quartos = 1 meyo; 2 meyos = 1 alquiere; 4 alquieres = 1 fanega.

The almude, liquid measure = 4½ gallons English; and is thus divided: 4 quartillos = 1 canada; 12 canadas = 1 almude; 18 almudes = 1 baril; 26 almudes = 1 pipa; 2 pipas = 1 tonelada.

The long measures are the covoda and vara; the latter is 5 spans, and the cordova 3; the span is near 9 inches, so that the cordova is about 27 inches English measure.

BUENOS AYRES, a province and government in the Spanish dominions of South America, erected into a viceroyalty in 1778. It is bounded on the north by extensive tracts of desert country inhabited by savages, on the east by Brazil and the Atlantic ocean, on the south by Patagonia, and on the west by Peru and Chili. Its length, in a direct line from Cape Lobos, which may be considered as its southern boundary, to the farthest northern settlements on the Paraguay, may be estimated at upwards of 1600 miles, and its breadth from Cape St. Anthony, at the mouth of the Plata, to the ridge of mountains which separate it from Chili, may be reckoned nearly 1000 miles.

—Of all the commercial towns of South America, Buenos Ayres is, in many respects, the most considerable. Situate in the southern division of the province of La Plata, it is well fortified and defended by numerous artillery. Here we meet with the merchants of Europe and Peru; but no regular fleet comes here, as to the other parts of Spanish America; two, or, at most, three, register-ships make the whole of their regular intercourse with Europe. The returns are chiefly gold and silver of Chili and Peru, sugar, and hides. The most valuable commodities come here to be exchanged for European goods, such as vicunna wool from Peru, copper from Coquimbo, gold from Chili, and silver from Potosi. From the towns of Corientes and Paraguay, the former 250, the latter 500 leagues from Buenos Ayres, are brought hither the finest tobacco, sugars, cotton, thread, yellow wax, and cotton cloth; and from Paraguay, the herb so called, and so highly valued, being a kind of tea drank all over South America by the higher classes; which one branch is computed to amount to 1,000,000 of pieces of eight annually, all paid in goods, no money being allowed to pass here. Azara asserts, that the wheat here produces 16 for 1, at Monte Video 12, and at Paraguay 4. The wheat is considerably smaller than that of Spain; but the bread extremely good. The

average quantity produced is 219,300 fanegas of Castile, 70,000 of which are consumed in the country, and the rest exported to the Havannah, Paraguay, Brazils, and the island of St. Maurice. Bread is, however, by no means the staff of life in this country : meat, and the great variety of roots and other grains with which the country abounds, afford to the poor inhabitants an equally healthy, and even more nutritious sustenance. Mendoza, situated at the foot of the Andes of Chili, annually furnishes 3,313 barrels of wine, and St. John's 7,942 of brandy, to Buenos Ayres and Monte Video ; but the low lands of Peru, particularly in the valley of Pisco, possess the best vine and olive grounds that are to be found in the south continent. The commerce between Peru and Buenos Ayres is chiefly for cattle and mules, to an immense value. When the English had the advantage of the asiento contract, negro slaves were brought hither by factors, and sold to the Spaniards. Goods are conveyed in carts over the pampas of Buenos Ayres to Mendoza in one month. From thence they cross over the cordilleras of Chili, on mules, to Santiago, a distance of 80 leagues, and thence in carts to Valparaiso, 30 leagues, which journey is performed in fifteen days. The climate is here healthy, provisions and cattle abundant ; and when the projected road is established through Villarica to the port of Talcahuano, in the

South sea, the conveyance will be shortened one-third, and the precarious passage of the cordilleras, which can only be made during the summer months, in consequence of the snows, will be avoided. Buenos Ayres is therefore a good natural depôt for Chili, Peru, and Potosi.—Buenos Ayres, previous to the war, has afforded 1,000,000 of hides annually, and the meat of 250,000 oxen, sufficing for the consumption of its inhabitants and its exports ; the remainder was, of consequence, lost, for, besides the tallow, the tongue was the only part cured. The enterprize of some individuals has induced them to salt some of this waste beef ; and the British government, in case of need, may here perceive the favourable means of supplying their navy, and even the West India islands. Long. 57. 24. W. Lat. 34. 35. S.

MONTE VIDEO, a town of South America, in the province of Buenos Ayres. The chief trade of Monte Video is in hides, tallow, and dried beef ; the two former of these articles are exported to Europe, and the latter is sent to the West Indies, especially to the Havannah. Coarse copper from Chili, in square cakes, is sometimes shipped here, as well as an herb called matte from Paraguay, the infusion of which is as common a beverage in these parts as tea is in England. 120 miles E.N.E. of Buenos Ayres. Long. 56. 14. 30. W. Lat. 34. 54. 48. S.

TREATY of Amity, Commerce, and Navigation, between His Majesty and the United Provinces of Rio de la Plata. Signed at Buenos Ayres, February 2, 1825.

ARTICLE 1. *Amity*.—There shall be perpetual amity between the dominions and subjects of His Majesty the King of the United Kingdom of Great Britain and Ireland, and the United Provinces of Rio de la Plata, and their inhabitants.

2. *Freedom of Commerce*.—There shall be, between all the territories of His Britannic Majesty in Europe, and the territories of the United Provinces of Rio de la Plata, a reciprocal freedom of commerce : the inhabitants of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all such places, ports, and rivers, in the territories aforesaid, to which other foreigners are or may be permitted to come, to enter into the same, and to remain and reside in any part of the said territories respectively ; also to hire and occupy houses and warehouses for the purposes of their commerce ; and generally, the merchants and traders of each nation, respectively, shall enjoy the most complete protection and security for their commerce ; subject always to the laws and statutes of the two countries respectively.

3. *British Dominions out of Europe*.—His Majesty the King of the United Kingdom of Great Britain and Ireland engages further, that in all his dominions situated out of Europe, the inhabitants of the United Provinces of Rio de la Plata shall have the like liberty of commerce and navigation stipulated for in the preceding article, to the full extent in which the same is permitted at present, or shall be permitted hereafter, to any other nation.

4. *Duties and Prohibitions*.—No higher or other duties shall be imposed on the importation into the territories of His Britannic Majesty, of any articles of the growth, produce, or manufacture of the United Provinces of Rio de la Plata, and no higher or other duties shall be imposed on the importation into the said United Provinces, of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country ; nor shall any other or higher duties or charges be imposed, in the territories or dominions of either of the contracting parties, on the exportation of any articles to the territories or dominions of the other, than such as are or may be payable on the exportation of the like articles to any other foreign country : nor shall any prohibition be imposed upon the exportation or importation of any articles of the growth, produce,

duce, or manufacture of His Britannic Majesty's dominions, or of the said United Provinces, which shall not equally extend to all other nations.

5. *Tonnage, Light, Harbour Dues, &c.* No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of the said United Provinces, on British vessels of the burthen of above one hundred and twenty tons, than those payable, in the same ports, by vessels of the said United Provinces of the same burthen; nor in the ports of any of His Britannic Majesty's territories, on the vessels of the United Provinces of above one hundred and twenty tons, than shall be payable, in the same ports, on British vessels of the same burthen.

6. *Reciprocal Benefit as to Ships of either Country.* The same duties shall be paid on the importation into the said United Provinces of any article the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such importation shall be in vessels of the said United Provinces, or in British vessels; and the same duties shall be paid on the importation into the dominions of His Britannic Majesty of any article the growth, produce, or manufacture of the said United Provinces, whether such importation shall be in British vessels, or in vessels of the said United Provinces: the same duties shall be paid, and the same drawbacks and bounties allowed, on the exportation of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions to the said United Provinces, whether such exportation shall be in vessels of the said United Provinces, or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of the said United Provinces to His Britannic Majesty's dominions, whether such exportation shall be in British vessels, or in vessels of the said United Provinces.

7. *Discrimination of Vessels.* In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British vessel, or a vessel of the said United Provinces, it is hereby agreed, that all vessels built in the dominions of His Britannic Majesty, and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels; and that all vessels built in the territories of the said United Provinces, properly registered, and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are citizens of the said United Provinces, shall be considered as vessels of the said United Provinces.

8. *Liberty in Commercial Transactions.* All merchants, commanders of ships, and others, the subjects of His Britannic Majesty, shall have the same liberty, in all the territories of the said United Provinces, as the natives thereof, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes, nor to pay them any salary or remuneration, unless they shall choose to employ them; and absolute freedom shall be allowed, in all cases, to the buyer and seller to bargain and fix the price of any goods, imported into, or exported from, the said United Provinces, as they shall see good.

9. *Disposal of Property.—Rights of Citizens, &c.* In whatever relates to the lading and unlading of ships, the safety of merchandize, goods, and effects, the disposal of property of every sort and denomination, by sale, donation, or exchange, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions, the same privileges, liberties, and rights, as the most favoured nation, and shall not be charged, in any of these respects, with any higher duties or imposts than those which are paid, or may be paid, by the native subjects or citizens of the power in whose dominions they may be resident. They shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; neither shall they be compelled to pay any ordinary taxes, under any pretext whatsoever, greater than those that are paid by native subjects or citizens.

10. *Consuls.* It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the

the other party; but before any consul shall act as such, he shall, in the usual form, be approved and admitted by the government to which he is sent; and either of the contracting parties may except from the residence of consuls, such particular places as either of them may judge fit to be so excepted.

11. *Security of Commerce in Case of Rupture.* For the better security of commerce between the subjects of His Britannic Majesty, and the inhabitants of the United Provinces of Rio de la Plata, it is agreed, that if at any time any interruption of friendly commercial intercourse, or any rupture should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing in the dominions of the other, shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably, and commit no offence against the laws; and their effects and property, whether entrusted to individuals or to the state, shall not be liable to seizure or sequestration, or to any other demands than those which may be made upon the like effects or property, belonging to the native inhabitants of the state in which such subjects or citizens may reside.

12. *Religion.* The subjects of His Britannic Majesty residing in the United Provinces of Rio de la Plata, shall not be disturbed, persecuted, or annoyed on account of their religion, but they shall have perfect liberty of conscience therein, and to celebrate divine service either within their own private houses, or in their own particular churches or chapels, which they shall be at liberty to build and maintain in convenient places, approved of by the government of the said United Provinces: liberty shall also be granted to bury the subjects of His Britannic Majesty who may die in the territories of the said United Provinces, in their own burial places, which, in the same manner, they may freely establish and maintain. In the like manner, the citizens of the said United Provinces shall enjoy, within all the dominions of His Britannic Majesty, a perfect and unrestrained liberty of conscience, and of exercising their religion publicly or privately, within their own dwelling houses, or in the chapels and places of worship appointed for that purpose, agreeably to the system of toleration established in the dominions of His said Majesty.

13. *Bequests.* It shall be free for the subjects of His Britannic Majesty, residing in the United Provinces of Rio de la Plata, to dispose of their property, of every description, by will or testament, as they may judge fit; and, in the event of any British subject dying without such will or testament in the territories of the said United Provinces, the British consul-general, or, in his absence, his representative, shall have the right to nominate curators to take charge of the property of the deceased, for the benefit of his lawful heirs and creditors, without interference, giving convenient notice thereof to the authorities of the country; and reciprocally.

14. *Slave Trade.* His Britannic Majesty being extremely desirous of totally abolishing the slave trade, the United Provinces of Rio de la Plata engage to co-operate with His Britannic Majesty for the completion of so beneficent a work, and to prohibit all persons inhabiting within the said United Provinces, or subject to their jurisdiction, in the most effectual manner, and by the most solemn laws, from taking any share in such trade.

15. *Ratification.* The present treaty shall be ratified, and the ratifications shall be exchanged in London within four months, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed their seals thereunto.

Done at Buenos Ayres, the 2d day of February, in the year of our Lord 1825.

WOODBINE PARISH, H. M. Consul General.
MANL. J. GARCIA.

CHILI, a country of South America, extends from the Peruvian deserts of Atacama, or from the twenty-fourth degree, to the extremity of the Archipelago of Guaytecas, a very numerous group of islets between the forty-fifth and forty-sixth degrees of southern latitude, and which are situated

in a deep gulf of the main land where the great chain of the Andes, approaching close to the shores of the Pacific, seems to offer a natural barrier for the termination of the country. Defended from Peru on the north by the great steppe we have mentioned, the almost impassable Cordillera of the Andes
on

on the east secures it from La Plata, and from Terra Magellanica, or the country of the Patagonians, whilst on the west its boundary is the great Ocean, and on the south, the unconquered and desert countries of Terra Magellanica complete its limits.

The country which now comprehends the new Republic of Chili, is divided into continental and insular *partidos* or departments, over which intendants or lieutenants preside.

The continental part or Chili Proper has 13 of these departments or counties, whilst insular Chili comprehends the Archipelagos of Chiloe or Ancud, and of Chonos or Guaytecas. A very considerable portion of Chili Proper, that is to say the country on and near the Andes, is inhabited by tribes which have ever been, and still remain, perfectly free from the controul and superintendence of the whites or of their offspring.

Chili produces all the known semi-metals; these are, however, not yet brought into commerce, as with the exception of mercury, and that only in small quantities, their abundance has hitherto not secured them from neglect. Lead is found in all the silver mines, and in the provinces of Copiapo, Coquimbo, and Aconcagua, and Huilquilemu, are rich iron mines, whilst the sands of their rivers and shores yield this metal abundantly.

Tin is plentiful in the sandy mountains, and copper ores are scattered over the whole country, the richest being found between the twenty-fourth and thirty-sixth degrees of south latitude.

The copper mines of Copiapo and of Coquimbo have been long known, and amount in number to above 1,000 in constant work. The copper mine of Curico, recently discovered, is immensely rich, its ore being a mixture of gold and copper, of a very brilliant and beautiful appearance.

The silver mines lie mostly in the highest and coldest parts of the state; the most celebrated are those of the provinces of Coquimbo, Copiapo, Aconcagua, and Santiago. Uspallata, in 33 deg. south latitude, is, however, the most productive, yielding from 40 to 50 marks per quintal. Gold is discovered not only in the silver, copper, and lead ores, but there is hardly a mountain in Chili that does not contain some of it, and it is equally found in the plains and beds of rivers. The most important *lavaderos* or washing-places for gold are at Copiapo, Huasco, Coquimbo, Petorca, Higua, Tiltil, Llaoin, Putaendo, Yapel, Caen, Algue, Chibats, and Huillipatagua; and all but the three last have been wrought ever since the conquest.

Notwithstanding this profusion of the precious metals, which are also said to exist in much greater abundance in the unconquered country of the Araucanians, Chili never

remitted any sums to the royal coffers of Spain, the revenue having always been consumed by the administration.

The population of this extensive country is composed of Europeans, Creoles, Indians, Mestizos, and Negroes; of these the Creoles are by far the most numerous, excepting in Indian Chili, where there has been but very little variation from the original stock. The country is in general very thinly inhabited.

The external trading relations of this new republic will be very extensive, though the voyages from Asia, Africa, and Europe, are necessarily tedious and troublesome. With Peru it trades in fruits, preserves, grain, vegetable productions, and copper; but in the present unsettled state of the affairs of these new states, the amount cannot be stated. From Europe it receives woollens, hats, steel, and, hitherto, mercury, with most of the other articles of European manufacture; and in return it sends gold, silver, copper, vicuna wool and hides, and this trade is now expected to increase very rapidly.

By land there is an internal trade to La Plata for Paraguay tea, but the interior circulation of goods in Chili is small, and confined to hostery, carpets, blankets, saddles, hats, cloths, and ponchos, or loose cloaks, most of which are of Indian manufacture. These, with grain, wine, brandy, and leather, form the chief articles of home consumption and trade.

Previous to the independency being established, the importations of Chilian trade amounted on an average to £2,481,670 sterling, and the exportation on agricultural produce, gold, and silver, to £2,600,000, leaving a clear profit of £108,330.

PORTO BELLO, a noted sea-port of South America, on the north coast of the isthmus of Darien. The whole town and harbour being surrounded with high land, renders it a very safe place for shipping, particularly as this part of the Spanish Main is subject to terrible storms. 65 miles N. of Panama, and 238 W.S.W. of Carthagena. Long. 79. 26. W. Lat. 10. 27. N.

CARTHAGENA, a province and government of South America, in the new kingdom of Granada.

CARTHAGENA, the capital of the above province. The bay on which it is situated is one of the best on the whole coast. Long. 77. 50. W. Lat. 10. 30. N.

RIO DE LA HACHA, a province of the new kingdom of Granada. Is only eight leagues in length from north to south. It has the Atlantic ocean on the north, and lake Maracaibo on the east.

HACHA, a large river of South America, in the same province. It enters the Atlantic ocean in lat. 11. 31. 30. N.

HACHA, a town of South America, in the above province, situated at the mouth of

the river of the same name. Long. 72. 54. W. Lat. 11. 30. N.

CARACCAS. The soil yields in great abundance cocoa, indigo, cotton, coffee, sugar, tobacco, and generally all the most precious products of the tropical regions. Besides these colonial commodities, the soil of the Carracas produces vanilla, wild cochineal, gums, resins, balsam, medicinal oils, and a great variety of barks and dyeing plants. These might become considerable objects of commerce, if the inhabitants were more industrious and enterprising, and knew how to convert the advantages they derive from nature to the purposes of life. In the immense forests with which the mountains of Venezuela are covered, there are numerous species of trees, which either produce fruit, or are selected for their hardness, their bulk, or their height, to be applied to various useful purposes. There are upwards of twenty species which are adapted for the most delicate inlaid work. Long. 67. W. Lat. 10. 31. N.

LA GUARA is the principal port.

CUMANA, a province and government of the Caraccas, in South America. Large shipments of salted fish are exported to Caraccas, and also to the Windward islands. Long. 64. 13. W. Lat. 10. 37. N.

ORINOCO, a celebrated river of South America, one of the greatest in the world. Long. 59. 50. W. Lat. 8. 30. N.

LIMA, a province of Peru, which contains several districts, and is bounded on the north by Truxillo, east by Tarma and Guuncavelica, west by the Pacific, and south by Arequipa. The European goods

in greatest request in Lima, and generally in Peru, are silk, superfine cloth, lace, fine linen, and other articles of luxury and show. There is also a considerable demand for ordinary linen, and for the inferior sorts of cloths and woollens. Cutlery, and all instruments of iron, are also in great request. Lima is situated about two leagues from the sea-coast, and 30 from the Cordilleras. Long. 77. 7. 30. W. Lat. 12. 2. 34. S.

VALPARAISO, a city and port of Chili, in the province of Quillota, situated on a bay in the South Pacific ocean. The harbour is everywhere free from rocks and shoals, except to the north-east, where there is a rock within a cable's length of the shore, and this is dangerous, as it never appears above water. Long. 72. 16. W. Lat. 33. 5. S.

CAPE HORN, a celebrated promontory on the south coast of Terra del Fuego, and the most southern extremity of South America. It is the south point of a group of islands, of unequal extent, lying before Nassau bay, known by the name of Hermite islands. On the north-west side of the cape are two peaked rocks, like sugar-loaves. Some other straggling rocks lie west of it, and one south of it, but they are all near the shore. Formerly the doubling of this cape was attended with much hazard, and many shipwrecks arose from it. Now, however, it is the common course of all vessels, being found preferable to the straits of Magellan. The cape is inhabited by savages, of whom little is known. Long. 67. 46. W. Lat. 55. 58. S.

SOUTH SEA.

Limits of Company's Charter. The corporation to be erected in pursuance of this act [for carrying on a trade to the South Seas] and their successors, shall have for ever the sole trade into, and from all the places of America, on the east side thereof from the river of Aranoco to the southernmost part of Terra del Fuego; and on the west side thereof from the southernmost part of Terra del Fuego; through the South Seas, to the northernmost part of America; and from all places within the said limits which are reputed to belong to the crown of Spain, or which shall hereafter be discovered within the said limits, not exceeding 300 leagues from the continent of America, between the southernmost part of Terra del Fuego, and the northernmost part of America, on the west side thereof (except the kingdom of Brazil, and such other places on the east side of America as are now in the actual possession of the crown of Portugal, and the country of Surinam in the possession of the States General of the United Provinces;) it not being intended that the sole trade to any part of the east side of America, now in the actual possession of the crown of Portugal, or the States General, shall be granted by this act; but it may be lawful for all the subjects of Her Majesty to trade to any part of the east side of America, now in the actual possession of the crown of Portugal, or the States General (but to no other part

part of America within the limits aforesaid), as fully and freely, in all respects, as they might or could do if this act had not been made. 9 Ann. c. 21. § 46.

Trade of South Sea Company in part to cease. So much of the foregoing act of 9 Ann. as vests in the South Sea Company or corporation by the said act erected, the sole and exclusive privilege of trade into, and from all places whatsoever, which now are or shall or may at any time hereafter be belonging to or in the possession or under the dominion or protection of His Majesty on the said east side of America, from the river Aranoco to the southernmost part of the Terra del Fuego, and on the said west side of America, from the said southernmost part of the Terra del Fuego, through the South Seas, to the northernmost part of America; and all powers and privileges to the South Sea Company or corporation by the said act given and erected for carrying on such trade, and all penalties and forfeitures by the said act enacted for securing the same, and for preventing His Majesty's subjects from carrying on trade contrary to the said act, are hereby repealed. 47 Geo. 3. c. 23.

Exclusive Trade to the South Sea Company repealed. So much of the act of 9 Ann. as vests, or may be deemed to have vested, in the South Sea Company or corporation by the said act erected, the sole privilege of trade into and from all kingdoms and places whatsoever within the limits of the charter of the said company, as described in the said act, and all powers and privileges to the South Sea Company or corporation by the said act given for carrying on such sole trade, and all penalties and forfeitures by the said act enacted for securing the same, and for preventing His Majesty's subjects from carrying on trade contrary to the provisions of the said act, are hereby declared to be absolutely repealed. 55 Geo. 3. c. 57. § 1.

Duties of Customs. There shall be paid unto His Majesty, in ready money, upon all goods imported into any port of the United Kingdom, from any place within the limits of the trade heretofore granted to the South Sea Company, the following duties of customs, viz.

£ s. d.

Goods imported into any port of the United Kingdom, from any place within such limits (except Blubber, Train Oil, Head Matter, or Whale Fins, Seal Skins, and other produce of Fish or Creatures living in the seas, taken and caught by the crews of British and Irish-built vessels), the £100 value..... 2 0 0

Vessels entering outwards or inwards at any port within the United Kingdom, to or from any place within the limits aforesaid, the ton burthen..... 0 1 6

Vessels in Ballast. No duty of customs shall be charged upon the tonnage of any such vessel in ballast only. 1 & 2 Geo. 4. c. 60.

Valuation of Goods. [Similar to regulations in page 15.] 55 Geo. 3. c. 57. § 6.

When and how Tonnage Duties to be paid.—Doubt as to Size of Vessel. The several duties of tonnage hereby imposed shall be paid to the proper officers of customs, each voyage any such vessel shall so enter outwards or inwards at any port within the United Kingdom, and the tonnage of every such vessel being British or Irish built, or British or Irish owned, shall be computed according to the registers thereof, and the tonnage of every other vessel, in case of any doubt or dispute relative thereto, shall be ascertained

ascertained by admeasurement in the mode directed by any such acts. (a)
§ 7.

When Duties to cease. When the Guarantee Fund shall have been completed, the lords of the treasury are to give notice thereof in the London and Dublin Gazettes, and, from the time to be mentioned in such notice, the duties granted by this act are to *cease*.

Limitation of Actions. If any action be brought against any person for any thing done in pursuance of this act, such action shall be commenced within three calendar months next after the fact committed, and not afterwards. § 14.

Bullion and Foreign Coin. So much of the preceding act as authorizes the collecting any duty of customs upon bullion and foreign coin of gold and silver imported, is *repealed*. 56 Geo. 3. c. 77. § 1.

Warehouse Goods. The duty of £2 upon every £100 value of goods, as mentioned in the preceding act, shall not be paid for any such goods deposited in warehouses, and which shall be taken out of the warehouses, and duly exported according to law. § 2.

Vessels importing Blubber. The duty of 1s. 6d. shall not be paid upon the ton burthen of vessels importing only blubber, train oil, head matter, or whale fins, seal skins, and other produce of fish or creatures living in the seas, taken and caught by the crews of British and Irish-built vessels, and no other cargo as merchandize. § 3.

(a) See page 345.

PART X.

AUSTRALIA.(a)

As to Importation into United Kingdom of Goods the Produce of Asia, Africa, or America, see pages 1—5.

AUSTRALIA, in modern geography, is the fifth grand division of the globe. For a long series of ages, the geographer was acquainted with only three of the six leading divisions under which the world is now generally described: these were Europe, Asia, and Africa, which compose the old continent. Even after the daring genius of Columbus had added a fourth, by the discovery of America, vast spaces of the earth's surface were still blanks in the geographical knowledge of the day. The most natural boundaries seem to be on the south, the fiftieth parallel of latitude; on the west, the ocean that washes the confines of New Holland, the channel which separates that vast island from the Sumatran chain and the Moluccas, till it passes the equator, and thence like a crescent sweeps round the New Hebrides and New Zealand, till it meets the southern limit, about the meridian of 180°, and thus completes the circuit. These boundaries will be rendered obvious by an inspection of the Map of the World, prefixed to this Book. Within these limits several distinct groups of islands are included, the aggregate surface of which is supposed to exceed the whole of Europe. For the sake of perspicuity, these islands may be classed under the following heads, *viz.*

1. New Holland and the adjacent isles.
2. Van Diemen's Land, or Tasmania.
3. Papua, or New Guinea.
4. New Britain and New Ireland, with some smaller contiguous islands.
5. Solomon's islands.
6. New Hebrides.
7. New Caledonia.
8. New Zealand, and the neighbouring islands.
9. Numerous Coral Reefs spread over the Australian seas.

A period of nearly three centuries has now

elapsed since the first discovery of the continent of Australia, the Terra Australis Incognita of ancient geographers; and until within the last fifty years comparatively little has been done towards investigating its various productions, or the nature of its interior. The records of the visits of the early Spanish and Dutch navigators merely acquaint us that "it was for the greatest part desert, but in some places inhabited by wild, cruel, and black savages;" and although their labours comprised the discovery of its northern, western, and south-western coasts, yet it was not until the year 1770, that the productions and fertility of its eastern and most valuable shores were made known to Europe by the immortal Cook, whose persevering and laborious examination of its reef-bound coast, in a crazy ship, and amidst a labyrinth of dangers, has justly placed his name in the foremost page of the annals of Australian geography. This coast, to which he gave the name of New South Wales, extends chiefly in the direction of the meridian; and, being contained between the parallels of 10° and 39° south latitude, promises, from the variety of its climates, to afford the productions common to both inter and extra-tropical countries; whence a reasonable anticipation of the future weal of this extensive dependency of Great Britain may be justly entertained; but hitherto little has been effected to give a solid foundation to this speculative hope. Several voyages have been made round the continent in search of rivers, by means of which only a knowledge of its internal resources can be obtained; but none of important size or consequence have yet been found. It is now thirty-five years since the colony at Port Jackson was first established; and during this period, explorative enterprise and perseverance have not been wanting; nor have dangers or privations deterred many

(a) A slight modification has been adopted touching the term by which this portion of the globe is usually designated; not only because the word Australasia (Austral Asia) literally signifies Southern Asia, a name which obviously belongs to another region, but because Australia is more consonant to the primitive appellation, Terra Australis or Southern Land.

zealous travellers from prosecuting their researches for the discovery of rivers. These labours have been partially rewarded in the finding of large tracts of fine country, which will materially hasten the period of agricultural prosperity towards which the colony is making such rapid strides. Mr. Oxley's Journals have already, in a great measure, acquainted us with the general features and character of the country 430 miles to the westward of the colony, between the parallels of 30° and $35^{\circ} 30'$; and his track in 1817 would have crossed any river of importance, had such existed to the northward of the former parallel, or to the southward of the latter. The coast-line has been traced with care by Captain Flinders and others as far as the tropic; and to the northward of this, we did not detect in the whole extent of coast (a distance of 800 miles), any opening, rivulet, or creek, running 20 miles in an inland direction from the sea. The absence of a river in this vast extent of mountainous country would appear a paradox, did we not know that the mountain-streams of this coast generally empty themselves into large lagoons of water, which are formed at the back of the beaches, and communicate with the sea by shoal channels of from 3 to 7 or 8 feet in depth, through which the stream of tide usually runs out with great rapidity. Witness the lakes between Port Stephens and Macquarie.

The north coast, properly so called, is of small extent, and is comprised between Cape Van Diemen and Torres Strait. From Cape Wessel, which is the projection that forms the north-west head of the Gulf of Carpentaria, and is the extremity of a group of islands of low, rocky, and barren character, as far as Cape Van Diemen, the coast is low, and the shore an unvaried sandy beach, occasionally broken by projecting rocky heads. In this place, however, the coast is very much intersected, and is strewed with many very fine ports and harbours. About midway between the capes is a river, which I called Liverpool River, and which I ascended for forty miles, without finding the land at that distance from the sea one atom better than that near the coast. Fresh water, however, was met at the distance of nine miles from the sea; but no hills were seen, from which any large body might be expected to be collected. The country was low and flat, and bore the appearance of being, during the rains, occasionally inundated.

Near the western extremity of the north coast, in the ancient charts, is a deep opening called Van Diemen's Bay. Some Dutch ships entered it without finding its bottom, and therefore merely speculated upon what it was likely to be. I found it an extensive strait, separating two large islands from the main-land, the north-westernmost extremity

of which bore the name of Cape Van Diemen. In this strait is a considerable gulf, trending to the eastward, at the bottom of which I found some rivers, meandering through a vast plain of low level land, bearing the marks of great inundations.

Fish is extremely plentiful in all parts, but not very easily caught with hook and line. Turtle is also abundant within the tropic, and of large size. It is both of the green and the hawk's-bill species; and from the latter, great quantities of tortoise-shell might be procured. Water-snakes were seen in all parts near the coast; but I do not think they are venomous. The longest we saw did not measure more than four feet. The manatee, that Dampier describes, was not seen by us, unless on one occasion, when an animal entirely different from the turtle was seen on the surface of the water, but disappeared so suddenly as to prevent our forming any opinion of what it was like. Shell-fish seemed to abound, from the large quantities of broken shells that are thrown upon the beaches. At Shark's Bay, we found great numbers of various kinds; and on the reefs of the east coast there is also abundance, but not in any great variety. The only land animals seen by us were kangaroos, kangaroo rats, dogs, opossums, and a large vampyre bat. The traces of emues were met with; but the birds themselves were not seen. There are no edible fruits of any importance. The cabbage-palm and the betelnut were occasionally met with, and the sago-palm is abundant on all parts of the north coast. Two species of nutmeg were found, but they are not fit for use. We saw no trees fit for naval purposes, excepting in the vicinity of the tropic, on the east coast, where the Norfolk Island pines grow, but not to large dimensions. In appearance they seem not worth a trial, but experience has fully proved their value as masts, provided a tree is chosen of the exact size of the spar wanted, for it loses its strength by reducing it.

I found the stringy bark growing in great abundance, and the best in quality of any timber that came under my inspection, and most easy of access. It is a very hard straight-grained wood, and very durable, if cut from ten to twenty inches in diameter. The greater part, above these dimensions, is generally rotten at the heart. It grows from sixty to seventy feet in height, and is used in the colony for lower-masts and top-masts for small vessels, also for plank quarter, and most excellent studding-sail booms for any vessels, and for capstan-bars and handspikes. As it grows on land belonging to the Crown, there will be no expense of purchase. The whole expense will be that of cutting down and shipping: a cargo of it, in my opinion, may be obtained in three months.

I found also the red and blue gum, the Banksia, the black-butt'd gum, the iron bark,

bark, and the beef-wood or oak; but they are so scarce and hard of access, and given to be rotten at the heart, that I make no hesitation in saying, that none of these species of wood will ever be of any use to the country for naval purposes.

Having examined the districts about the Derwent, the second master and myself proceeded to Adventure Bay to inspect the timber, having been informed that the cedar and pine were growing there in great abundance. But to our disappointment, after two days' journey by land and water, and a walk of twelve miles through the heart of the wood, we found no more than eight or nine trees of the former and five or six of the latter, and those so difficult to be obtained, that it would be necessary to make a road for each tree before it could be got to the water's edge. We also found the stringy bark here in great abundance, and of equal quality to that of the Derwent, but with the same defect as the before-mentioned trees.

The Huon River pine is of most excellent quality; but whether in abundance or I could not ascertain, as all the accounts I received, from the several persons to whom I applied for information were contradictory, except in this one point, that the river was so shoal that none but small vessels could get up it.

After making inquiry and personal inspection, the above-mentioned is all I could ascertain of the timber of Van Diemen's Land.

On my arrival at Port Jackson, I proceeded in my inspection into the different species of wood growing there, and which might be of service, and found the stringy bark most abundant throughout the colony—of good quality, and easy of access in the districts about Liverpool, as it could be floated down the river, and taken in at Botany Bay. The mahogany found here is a very hard wood and heavy, but is very scarce.

The blue gum is found in great plenty at Lane Cove, up the Paramatta River, the place whence the government at Sydney is supplied with timber; and is also found at Middle Harbour, and generally throughout the colony. It is a hard-grained heavy wood, and is preferred to any other for the building of colonial vessels, for timbers and plank. It grows from thirty to forty feet in height, and from one to two in diameter.

The iron-bark is found in great abundance throughout the colony, and not very difficult to be obtained and brought down the river from Liverpool. It is similar to the stringy bark as to quality, and is used in the colony for pumps, two of which are at this time in use on board the Dromedary. It grows from thirty to forty feet in height, and from one to three in diameter.

The black-butt'd gum is found in Lane

Cove and throughout the colony. It is not a very hard wood, will float in the water, and is used for the different purposes to which timber can be applied. It is not very difficult to be obtained.

The box is found abundant throughout the colony. It grows from twenty to thirty feet high, and from one to four in diameter. It is used chiefly for railing; it is very straight. The large trees are always rotten at the heart.

The beef-wood or oak is found at Lane Cove and Middle Harbour. It is used in the colony for shingles, railing, and furniture; but will never be of any service as to naval purposes. It grows from ten to fifteen feet high, and from one to two in diameter.

The cedar, which grows principally at Newcastle (Hunter's River) and at the Five Islands, is generally allowed to be the most valuable wood for inside work of ships and houses, of any found in New South Wales. It grows from thirty to forty feet high, and from one to three in diameter. It is brought from Hunter's River and the Five Islands in small vessels, as the navigation of these places, being difficult, will not admit large ones.

The rose-wood grows in the forests with the cedar, at Newcastle. It is very hard, and much given to dry rot. It is ornamental, and fit for furniture only. It resembles the English laurel.

The Hunter's River pine is rather a hard wood, and very much given to dry rot, and can be obtained in the same manner as cedar.

The flooded gum is very lofty and remarkably straight-grained, from two to three feet in diameter, and fit for any kind of work either in ship or house building. It is to be found at Iron Cove, on the Paramatta River.

The white cedar is a very tough and straight-grained wood; it is found at the Five Islands and Port Stephens, and is fit for any purpose.

All the woods growing in New Holland are much given to the heart rot.—*Geographical Memoirs of New South Wales, by Baron Field.*

NEW SETTLEMENT. An official notification has been issued by the Governor in Council of Bombay, dated 21 January, 1825, announcing that a communication had been received from Capt. G. Bremer, C. B., of H. M.'s ship *Tamar*, stating that, in obedience to the commands of His Majesty's Government, he had taken formal possession of the north coast of New Holland, or Australia, comprehended between the meridians of 129° and 135° east longitude, and had established a settlement under a captain-commandant at Port Cockburn, in Apsley Strait, between Bathurst and Melville Islands. It contains the following directions for vessels proceeding to the new settlement:

“Port

"Port Cockburn is situated in Apsley Strait, which divides Melville and Bathurst Islands, the Cape Van Diemen of the charts, being the northern point of the first named island.

"On approaching the Strait, it is necessary to give a good birth to the shoal, which extends to the westward of the Cape about five leagues.

"Piper's Head, a steep and remarkable red and white clift, situated a little to the southward of Cape V. Diemen, being brought to bear due east, and kept on that point, will carry a vessel into the narrow part of the entrance (which is about two miles wide), when care should be taken to have a good look-out, and lead going: from thence an E.S.E. course will carry into St. Asaph Bay, which is spacious, and has a good anchorage every where; and ships may come to until they have communication with the settlement, which is about four leagues farther down the Strait.

"The master of the colonial brig *Lady Nelson*, which is stationed there, has been directed to afford his assistance as a pilot (as far as he is acquainted) to any vessel requiring it.

"The tides are strong, especially in the springs: the flood setting to the southward.

"The flag-staff of Fort Dundas, Port Cockburn, is situated in lat. $11^{\circ} 25' S.$, long. $130^{\circ} 28'$ east from Greenwich."

The following account is given from a communication by a person belonging to the Tamar.

This little expedition sailed through the passage (Torres Strait) between the great Barrier reef and the main land. This passage is described as extremely intricate and dangerous: but possessing the highest interest, from the rapid succession of objects which arrest the attention, as well as from the peculiarity of its nature; in some places the coral reefs scarcely affording room for the ships to pass; occasionally the furious breakers, caused by the swell of the southern ocean on the outer edge of the reefs, were close to the vessels; at others the eye from the mast-head was unable to discover the termination of this tremendous mass of rock. This passage is about 500 miles in length, and the water was constantly as smooth as in a lake. Having passed through Torres Strait, the ships reached Point Essington, on a peninsula called Cobourg.

Amongst the timber, some of which is of majestic height, and well calculated for many purposes of human industry, were found a species of *lignum vitæ*, the cabbage palm, and the sago palm, with several others, the names of which were not known. There was also a tree which produced a species of cotton, samples of which have been sent to England. The fish found were chiefly skate and a small species of bass, and the supply

of them was by no means certain. The animals seen on the island were the kangaroo, the native dog, bandicoot, opossum, kangaroo-rat, and flying squirrel. The birds are the pheasant, quail, parrot, parroquet, pigeon, curlew, and a sort of snipe. A few snakes were seen, which, from having fangs, were evidently venomous. Centipedes and scorpions were also found; but, on the whole, the poisonous reptiles are by no means numerous. The climate appears to be, in every respect, as good as any to be found between the tropics, the thermometer rarely reaching 88° in the hottest period of the day. Necessity obliged both officers and men employed in forming the settlement to be constantly exposed to a vertical sun, yet, fortunately, few of them suffered, and none of them very severely; the fever which made its attack quickly yielding to medicine.

NEW HOLLAND, an island in the South Pacific ocean, the largest in the world, and long supposed to form a part of a great southern continent. It stretches from east to west above 2600 miles, between Sandy Cape and the entrance of Sharks Bay; and it is above 2000 miles in length from Cape York on the north, to Wilson's promontory in $39. 10. S.$ lat.

NEW SOUTH WALES, an extensive track of country on the eastern coast of New Holland, discovered by Captain Cook in the year 1770, who sailed along the coast; a course, if laid down in a straight line, of no less than 27 degrees of latitude, amounting to near 2000 miles. After hovering about the coast for some time, he at length came to an anchorage in the only harbour which appeared to him commodious; and which, in consequence of the innumerable varieties of herbage which were found on shore, he called Botany Bay.

The principal ports are PORT JACKSON and SYDNEY.

VAN DIEMEN'S LAND, an island in the Southern ocean, separated from New Holland by a navigable canal called Bass's Straits. There is perhaps no island in the world of the same size which can boast of so many fine harbours. The British colonies in Van Diemen's Land have of late received a great accession of settlers from Great Britain. According to the last accounts they were gradually improving, and assuming more and more the appearance of a civilized community. From an account of a tour of inspection by governor Macquarie, it appears that in July 1821, the population of the island amounted to 6372, exclusive of the civil and military officers; and that it contained 28,338 head of horned cattle, 182,468 sheep, 421 horses, and 10,683 acres of land in cultivation.

The soil of Van Diemen's Land is in many parts poor, and its hills are an impediment to agriculture, which is not so profitable

profitable a concern as sheep-grazing. The climate is singularly salubrious and favourable to the rearing of sheep, which are subject to few diseases and extremely prolific. This tendency to increase, unaccompanied with a corresponding demand, produced such a superabundance a few years ago, that a flock of sheep might readily have been purchased at six or eight shillings a head; while a scarcity of meat occurring at the same time in New South Wales, many persons availed themselves of the circumstance to destroy even the ewes when heavy with lamb; sheep being at this time spoken of as vermin which, if not kept down, would soon overrun the country! This mad act of improvidence was carried to such excess, and the slaughter was so general and indiscriminate during the whole of the year 1820, that a few persons, less insane than the rest, began to see the whole breed in danger of extermination. A consequent rise in the price of mutton and beef brought people to their senses. In Mr. Godwin's "Emigrant's Guide," he talked about the fine quality of the wool grown in the colony: and affirmed that the importation of 1819 averaged 5s. 6d. a pound in the London market; while it appears from Mr. Curr that no wool had been exported from Van Diemen's Land before the year 1820; and that up to the very publication of Mr. Godwin's book, the average of what had been exported had fallen considerably short of one shilling a pound in London. All classes of people now begin to consider their flocks as the staple commodity, and as the real source of wealth to the colony. Merino rams are imported from Sidney; those from Port Jackson are sold at about £15 a head; but the best are imported from England and fetch £25. The most important business of the shepherd is to prevent the plunder of his master's flock; and the danger of robbery ought never to be one moment absent from his thoughts, night or day. The shepherds are either freemen, prisoners possessing tickets of leave, or assigned servants. The wages of the two former are from £20 to £50 a year; of the latter government fixes the stipend at £10; but this is generally exceeded in favour of those who happen to be found trust-worthy.

With respect to horned cattle, they are reared rather for slaughter and for draft, than for the dairy. In short, they are almost wild; and often the possessor of a large herd of kine cannot, as before observed, command even a cup of milk. "Wolves," says Mr. Curr, "are not more savage, nor antelopes more swift than many of the cows which I have seen the farmers attempt to milk." Milk is from one to two shillings a quart. Very little cheese is made, though it is sold at about half a crown a pound; while the price of butter varies from five shillings to seven and six-pence!

Extract of a Letter dated April 20th 1825.—"You were desirous of some details of our colony in Van Diemen's Land; and it will afford me much pleasure to send you such information as I was enabled to gain of its present state.

"The situation of Hobart's Town is imposing; it is built a few miles below a mountain, called Mount Wellington, which is 3,500 feet in height, and covered with snow six months of the year; it requires a tour of fifteen miles to gain the summit.

"The anchorage in the harbour is safe and convenient; ships of large burthen being able to lay within hail of the pier, which is thrown out to give facility for landing goods. Settlers' cottages are numerous on the banks of the river, and have a picturesque appearance.

"On landing, all new settlers have an interview with the Governor, who is thereby made acquainted with their views, and former line of life.

"Entering Hobart's Town, I was much struck with the ragamuffin appearance of the inhabitants; a well dressed man being rarely seen. The convicts, or government men, as they are termed, are distinguished by yellow suits.

"The streets are of a good width, but unpaved, consequently cut up by the carts and constant thoroughfare of merchandize and cattle. This causes the town to be more dirty and wretched-looking, than the most ill-favoured country village in England.

"Neither is the interior of the houses much more delectable; few have attained the luxury of papering, and exhibit naked plastered walls. The furniture is of English manufacture; carpets are commonly dispensed with.

"From the spirit of emigration hither, which prevails in Britain, the town is yearly increasing in size and importance: it already consists of 700 houses, chiefly brick; and the inhabitants in these are pretty closely packed.

"The public buildings consist of a church, which is a handsome brick structure; court-house of stone; governor's residence, government store-house, and gaol: these are situated in the principal street, called Mc Quarrie Street. A stream of water runs through the town, which turns two flour mills. The inns are paltry, ill-adapted to contain the occasional influx of strangers, which an arrival from England or Scotland ever and anon occasions. Hence the encouragement to the few more opulent inhabitants to build, in order to let their houses to lodgers at high rents.

"The settler on his arrival, takes up his abode in a temporary residence, expecting to increase his capital by the sale of his venture, he opens his store, or winkle; disposes of his goods; is gulled with flattering accounts;

accounts; attendant expenses and bad debts soon swallow up both capital and profit. The state of affairs does not forward his previous determination of occupying a grant of land, which he finds is fixed some hundred miles from his present abode; at present a forest of well-grown trees, which he is without the funds requisite to fell or burn off. The result is, he is contented to retain his shop, and gain a miserable pittance by this expedient. Such is the picture of many of the shopkeepers of Hobart's town! Other settlers there are of larger funds, and better acquainted with the colony, having previously visited it, probably as masters of ships: these purchase an estate from some previous occupant who has not funds or inclination to continue a hard-earned livelihood. They bring stock and labourers to their newly-acquired property, and vigorously burn off the trees, on the half-cleared estate, sow wheat, and keep cattle, which they send to market, and receive in exchange a few of the necessaries of life: not farmers by trade, yet well adapted, by their former mode of life, to controul their labourers, who are hired from government.

"The soil and climate favour their crops, which, though occasionally subject to smut, grow luxuriantly. The farming is rude, many being content to plough round the stumps of the lately cleared ground. Time and expense not allowing them to root them out.

"The staple crops are wheat and potatoes. Wheat may be considered the chief export of the colony: this is sent to Sydney, the Mauritius, and Rio Janeiro, though these have generally proved precarious speculations. The principal corn district is at Port Dalrymple, a settlement on the N. E. side of the island, and 150 miles by land. Wool, hides, whale oil, and skins are likewise shipped to Europe.

"The climate of this island is fine in the extreme; in July we found it about the temperature of an English spring; thermometer in the shade, 52°; mornings occasionally frosty, but seldom fog. In summer, the heat does not exceed that of an English summer; thermometer, highest range 86°; neither is it subject to the droughts of Sydney. The soil, dark, rich, and loamy, with quarries of limestone. European fruits and vegetables are cultivated with success.

"The animals, native of the country, are few and diminutive: the kangaroo, opossum, and wild cat are the most numerous. The birds have fine plumage; roselle parrots, black cockatoos, quails, mountain and wild duck, black swans, and the wattle-bird, resembling the thrush, are found.

"The rivers have bold shores, and good depths, abounding with mullet, a sort of perch, crawfish, and oysters. The streams

are rapid after rains, running seven or eight miles per hour.

"Of the state of society (excepting those officers holding official appointments), I cannot speak favourably. Many of the settlers are men of broken fortunes, and questionable character. The merchants combine the retail with the wholesale trade, and are seen, in many instances, behind the counter; neither is it unusual to find the shopkeepers emancipated convicts.

"The convicts, who are not granted to the inhabitants as mechanics, labourers, or servants, or those who have been returned as bad subjects, are employed on government works, or in roads, and as clearing gangs. Mechanics work from eight till three; two days in a week they receive their rations, and are mustered clean on Sundays, previous to church. They are provided with two suits a-year, which they are at liberty to wear or not. If mechanics, they earn much money by working after hours. In cases of complaint for neglect of duty, they are liable to be flogged, and, for more serious offences, to be transported to Mc Quarrie Harbour.

"The settlement at Mc Quarrie is situated on the western side of the island, up a river, on which there is a detachment under a lieutenant. The regulations for these outcasts are very severe: they work in irons from day-light until dark; their rations consist of 1 lb. of meat and bread. No spirits are allowed, nor have they the power of buying any addition. Their work consists of sawing and cutting down hewn pine, working in swampy ground: this wood is sent to Hobart's Town in colonial vessels, and is used for building. The situation of these men is so deplorable, that some have attempted to make their escape, and have perished in the woods. One party of eight endeavoured to find their way to Hobart's Town, and had recourse to the dreadful expedient of living on each other, by lots, until they were reduced to two; when the weaker, being afraid of his companion, took an opportunity of chopping his head off. The survivor, being discovered at Hobart's Town, was re-transported.

"Instances of flagrant vice seldom occur: cattle stealing is the most common offence. The government very wisely have prohibited racing and theatrical amusements. The Sunday exhibits here a marked advantage over our eastern possessions, and is a season of rest to all classes. Religious ordinances are well performed.

"From these cursory remarks, you will be of opinion with me, that Van Diemen's Land presents to an emigrant few of the domestic comforts of England, and that he will have many hardships and privations to encounter.

"London, April 20th, 1825."

Charter

Charter for forming a Corporation. In case His Majesty shall, within three years after 10th June, 1825, be pleased, by charter under the great seal of Great Britain, to declare that so many persons as shall be named therein, and all other persons as from time to time shall be admitted members into their corporation, shall be a body politic and corporate, by the name of "*The Van Diemen's Land Company*," and to declare that the said corporation shall be established for the purpose of cultivating waste lands in the island of Van Diemen's Land, and in any islands or territories which may at any future time be made dependent thereupon, and for such other lawful purposes as to His Majesty may seem meet; then it shall be lawful for the said corporation to hold to them and their successors such lands, tenements, and hereditaments, within the said island of Van Diemen's Land, and such dependencies thereof, as shall or may be granted by His Majesty to them and their successors, within the said island or its dependencies, or as shall be contracted for and purchased or acquired by them therein; and to hold, alienate, sell, exchange, and dispose of all such lands, tenements, and hereditaments, subject to such conditions, as His Majesty, by such His Charter, may prescribe. 6 Geo. 4. c. 39.

ORDER IN COUNCIL.

By order in council, dated April 30, 1827, it is ordered, That the trade and commerce of His Majesty's settlements and territories in New South Wales, and of His Majesty's Island of Van Diemen's Land, with the respective dependencies thereof, shall, from and after the arrival of this present order within any of the said several settlements, territories, and islands, be regulated in the manner following, that is to say: All such laws, rules, orders, and regulations, as were in force within the settlements, territories, and islands aforesaid, or any of them, for the regulation of the trade and commerce thereof, upon the first day of July in the year 1825, shall, until further order be made by His Majesty in this behalf, revive and continue, and be of full force within the several settlements, territories, and islands aforesaid respectively; and if any goods be imported or exported in any manner contrary thereto, such goods, together with the ship importing or exporting the same, shall incur and become liable to such forfeiture as in the act 6 Geo. 4. c. 114 [p. 596—614] mentioned in that behalf: provided always, that nothing herein contained shall extend to contravene, vary, alter, or in any wise affect the said act of parliament so far as the same hath made express provision respecting the trade to and from the Island of Mauritius or respecting the exportation of sugar or wine from any British possession within the limits of the East India Company's Charter, nor so far as the said act of parliament hath expressly mentioned or referred to the trade of any of His Majesty's possessions within the limits aforesaid: provided also, that nothing in this present order contained shall extend to contravene, vary, alter, or in anywise affect two other acts of parliament passed in the sixth year of His Majesty's reign, intituled respectively, "*An Act for the Encouragement of British Shipping and Navigation*" [page 1] and "*An Act for the Registering of British Vessels*," [page 339] or any other act passed in amendment of any of the acts hereinbefore mentioned: provided also, that nothing in this present order contained shall be construed to revoke, abrogate, or in anywise alter certain orders of His Majesty in council respecting the trade of France, and of the United States of America respectively, bearing date the 1st of June, 1826, and the 27th July, 1826, and the 16th December, 1826, or to infringe or interfere with any treaties of commerce or navigation, entered into by His Majesty with any foreign state or power.

ZEALAND, NEW, two islands in the South Pacific Ocean, first discovered by Tasman. In the year 1642, he traversed the eastern coast from Lat. 34. to 43. and entered the strait called Cook's Strait. The northern island, running from the North Cape, which is in Lat. 34. 20. S. to Cape Palliser, in 41. 36. S., contains 436 miles in length; and taking the medium breadth, which varies from five miles at Sandy Bay to 180 at the East Cape, at about 60 miles, this extent will include

26,160 square miles, or 16,742,400 square acres; while the southern island, extending from 41. 30. to 47. 25. S., stretches 360 miles in length, and, estimating its medium breadth at 100 miles, contains not less than 36,000 square miles, or 23,040,000 square acres. They are in all respects savages, possess their characteristic cruelty, improvidence, and brutality—their hatred of industry—and their disposition to rob and steal wherever they can. Population calculated from 100,000 to 150,000.

AN ACCOUNT of the Number of Ships and the Amount of their Tonnage, which have cleared out from the Ports of the United Kingdom of Great Britain and Ireland, for New South Wales and Van Diemen's Land; and also, the Number of Ships and their Tonnage, which entered from those Ports; in each Year, for the Three Years from 5th January 1822 to 5th January 1825.

Years ending 5th Jan.	Outwards.		Inwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1823	36	11,704	5	1,706
1824	35	12,737	11	3,883
1825	30	11,439	12	3,968

OFFICIAL VALUE of the Exports to, and Imports from, New South Wales and Van Diemen's Land.

Years ending 5th Jan.	Exports from United Kingdom.			Imports into United Kingdom.		
	£	s.	d.	£	s.	d.
1823	219,785	16	3	16,592	5	5
1824	182,938	6	11	51,376	18	0
1825	212,694	5	11	47,409	16	9

ADDENDA.

UNITED KINGDOM—IMPORTS—*Duties, &c.*

How Goods Imported and Exported in Foreign Ships may pay Duty, and have Drawback as in British Ships. It shall be lawful for His Majesty by order in council to be published from time to time in the London Gazette, to authorize the importation into or exportation from the United Kingdom, or from any other of His Majesty's dominions, of any goods, which may be legally imported or exported in foreign vessels, upon payment of the like duties only, and with the like drawbacks, bounties, and allowances, as are charged or granted upon similar goods, when imported or exported in British vessels; provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that goods imported into or exported from the foreign country in whose favour such remission of duties, or such drawbacks, bounties or allowances shall be granted, are charged with the same duties, and are allowed the same drawbacks, bounties, or allowances, when imported into or exported from such foreign country in British vessels, as are levied or allowed on similar goods, when imported or exported in vessels of such country. (a) 4 Geo. 4. c. 77. § 1.

How Additional Duties may be levied on Goods Imported in Foreign Vessels. It shall be lawful for His Majesty, by orders in council, whenever it shall be deemed expedient, to charge any additional duties of customs, or to withhold the payment of any drawbacks, bounties or allowances, upon any goods, imported into or exported from the United Kingdom, or imported into or exported from any of His Majesty's dominions, in vessels belonging to any foreign country, in which higher duties shall have been levied, or smaller drawbacks, bounties, or allowances granted, upon goods, when imported into or exported from such foreign country in British vessels, than are levied or granted upon similar goods, when imported or exported in vessels of such country; provided always, that such additional or countervailing duties and drawbacks, bounties, or allowances shall not be of greater amount than may be deemed fairly to countervail the difference of duty, drawback, bounty, or allowance paid or granted on goods imported into or exported from such foreign country in British vessels, more or less than the duties, drawbacks, bounties, or allowances there charged or granted upon similar goods, imported into or exported from such foreign country in vessels of such country. (a) § 2.

How Duties may be Removed, or again Imposed. His Majesty, by any orders in council, is hereby empowered to remove, or again to impose, any such additional or countervailing duty of customs, or to renew or withhold such drawbacks, bounties, or allowances, whenever it shall be deemed expedient so to do. § 4.

How Foreign Vessels of less Burthen than Sixty Tons may be exempted

(a) See the several countries and places, in PARTS 6—10.

from taking on board a Pilot. 'Whereas it might tend to the advantage of British vessels arriving in foreign ports, if power was given to His Majesty to exempt foreign vessels of less burthen than sixty tons from the obligation of taking on board pilots to conduct them into or from the ports of the United Kingdom, in all cases in which British vessels of less burthen than sixty tons are not required by law to take pilots ;' it is therefore enacted, that it shall be lawful for His Majesty, by any orders in council, in all such cases as aforesaid, to exempt foreign vessels, being of less burthen than sixty tons, from taking on board a pilot to conduct them into or from any of the ports of the United Kingdom. § 5.

Orders to be laid before Parliament. A copy of every order in council which may be issued under the authority of this act shall be laid before Parliament as soon after the issuing thereof as may be practicable, if Parliament be sitting, and if it shall not then be sitting, within thirty days after the meeting thereof. § 6.

Additional Tonnage Duties. It shall be lawful for His Majesty, by orders in council, to be published from time to time in the London Gazette (whenever it shall be deemed expedient), to levy any additional or countervailing duty of tonnage, upon any vessels which shall enter any of the ports in the United Kingdom of Great Britain and Ireland, or in any of His Majesty's dominions, and which shall belong to any foreign country in which any duties of tonnage shall have been or shall be levied upon British vessels, entering the ports of such country, higher than are levied upon the vessels of such country: provided always, that such tonnage duties shall not be of greater amount than may be deemed fairly to countervail the difference of duty paid in such foreign country upon the tonnage of British vessels, more than the duty there charged upon the vessels of such country. 5 Geo. 4. c. 1. § 3.

Entry of Foreign Vessels on Payment of like Tonnage Duties as on British Vessels. It shall be lawful for His Majesty, by orders in council, to be published from time to time in the London Gazette, to authorize the entry into any port of the United Kingdom of Great Britain and Ireland, or of any other of His Majesty's dominions, of any foreign vessels, upon payment of the like duties of tonnage only as are or may be charged upon similar British vessels: provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that vessels of the foreign country, in whose favour such permission shall be granted, are charged with no other or higher tonnage duties on their entrance into the ports of such foreign country, than are levied on the entry into such ports upon the vessels of such country. (a) § 4.

How Duties may be removed. His Majesty, by any orders in council, is hereby empowered to remove or again to impose any such additional or countervailing tonnage duties, whenever it shall be deemed expedient so to do. § 6.

TOBACCO. By treasury letter, dated September 30, 1825, it is stated, that their lordships are of opinion, that under all the circumstances of the case, the full duty of 4s. the lb. [mentioned in page 196] should *not* be levied after 5th January next, but that the duty now in force [3s. the lb.] should be continued after that date, until parliament shall make further provision on the subject: security being in the meantime taken from the importers for the payment of the full duty, in case the ultimate decision of the legislature should require it.

(a) The orders upon this subject, are given under the names of the several countries and places to which they relate, in PART 6.

UNITED KINGDOM—EXPORTS—*Duties, &c.*

STORES, MILITARY and NAVAL. By order in council, dated 30th September, 1825, no person whatsoever (except the master-general of the ordnance for His Majesty's service), shall, at any time during the space of six months (to commence from the date of this order), presume to transport any gunpowder or saltpetre, or any sort of arms or ammunition, to any place on the coast of Africa (except to any places within the Streights of Gibraltar) or ship or lade any gunpowder or saltpetre, or any sort of arms or ammunition, on board any vessel, in order to transporting the same into any such places on the coast of Africa (except as above excepted) without leave or permission in that behalf, first obtained from His Majesty or his privy council, upon pain of incurring and suffering the respective forfeitures and penalties inflicted by 29 Geo. 2. c. 16. (a)

By order in council, dated 30th September, 1825, it is ordered that no person whatsoever (except the master-general of the ordnance, or the lords commissioners of the admiralty for His Majesty's service) shall, at any time during the space of six months from the date of this order, presume to transport, or ship or lade in order to transport, into any parts out of this kingdom, any cannon, mortars, howitzers, carronades, and all carriages and other appurtenances for the use of the same, and all cannon-balls, bombs, grenades, cannister-shot, Congreve rockets, Shrapnell or other shells, and appurtenances for the use of the same, without leave or permission in that behalf first obtained from His Majesty, or his privy council, upon pain of incurring and suffering the respective forfeitures and penalties inflicted by the act of 29 Geo. 2. c. 16. (a)

See TURKEY, page 546.

QUARANTINE.

By order in council, dated 30th September, 1825, no person, vessel or boat, whatsoever, other than the vessels or boats belonging to the medical attendant, or superintendant of quarantine, or his assistant, or other boats regularly employed under the authority of the commissioners of customs in the quarantine service, shall go, under any pretence whatever, within the limits marked out by twelve yellow buoys at the quarantine station at *Milford Haven*, (b) except in case of special necessity and emergency, and with permission first obtained from the superintendant of quarantine, or his assistant; and all vessels being furnished with clean bills of health, and boats liable to quarantine, which may be ordered to perform quarantine at *Milford Haven*, shall come to an anchor within the limits of the said yellow buoys, in such place as shall be directed by the superintendant of quarantine or his assistant.

(a) This act is repealed by 6 Geo. 4. c. 105. § 104. but see page 288.

The following are the regulations of 29 Geo. 2. c. 16. viz.

Saltpetre. His Majesty may, by proclamation or order in council, when he shall see cause, and for such time as shall be therein expressed, prohibit the exporting or attempting to export, saltpetre out of this kingdom, in such manner and under such restraints as he shall think fit. 29 Geo. 2. c. 16. § 1.

Whatever quantity of saltpetre, gunpowder, or any sort of arms or ammunition, prohibited by proclamation or order in council to be exported, shall be shipped on board any vessel in any of the ports of Great Britain in order for exportation, contrary to such proclamation or order, all such articles shall be forfeited: and the owner of such articles shall severally forfeit £100 for every cwt. of saltpetre and gunpowder, and £100 for every 25 arms, and £100 for every 2 cwt. of any species of ammunition. § 2.

Aiders in Shipping. If any person be aiding in the shipping any saltpetre, gunpowder, or any sort of arms or ammunition for exportation, during the time it shall be so prohibited by proclamation or order in council, contrary to such proclamation or order, every such person shall forfeit £100 and treble the value of such saltpetre, gunpowder, or any sort of arms or ammunition. § 3.

Master permitting. If any master of any vessel shall lade on board, or suffer to be laden on board, any saltpetre, gunpowder, or any sort of arms or ammunition for exportation, during the time it shall be so prohibited to be exported, every such master shall forfeit £100. § 4.

Coastwise. This act shall extend to empower His Majesty to prohibit the shipping of any saltpetre, gunpowder, or any sort of arms or ammunition, in order to be carried coastwise, in like manner as he is by this act empowered to prohibit the exportation of saltpetre.

(b) See page 408.

By order in council, dated 30th September, 1825, it is stated, that, whereas by His Majesty's order in council of 10th Aug. last [see page 408] it is directed, that all vessels liable to quarantine, as are or shall be bound to the northern ports of Scotland, shall perform their quarantine at Cromarty Bay, and that such of them as are or shall be bound to the south-west ports of Scotland, shall perform their quarantine at Carsthorpe; it is hereby ordered, that so much of the said order as relates to the performance of quarantine at Cromarty Bay and Carsthorpe, be, and the same is hereby *revoked*; and His Majesty is pleased to order, that all vessels as are or shall be bound to the northern ports of Scotland, comprehending the ports of

Inverness,
Zetland,
Orkney,

Caithness,
and
Stornaway,

or to any member, creek, or other place belonging to or within any or either of the above ports, shall perform their quarantine at *Inverkeithing Bay*; and that such vessels as are or shall be bound to the south-west ports of Scotland, comprehending the ports of

Dumfries and
Kirkcudbright,

or to any member, creek, or other place belonging to or within either of the above ports, shall perform their quarantine at *Holy Loch*, in the *Frith of Clyde*.

MEDITERRANEAN PASSES.

For Treaties, &c. connected with Mediterranean Passes, see pages 544—550.

By proclamation, dated 20th November, 1819, it is declared, that the passes of the present form shall continue in force for all vessels sailing from the ports of the United Kingdom of Great Britain and Ireland during the present year, in order to give sufficient time to the trade to be furnished with passes of the new form, and that after the expiration of that time, no passes but those of the new form shall be considered as valid, except in the case of vessels returning from foreign voyages, where they cannot be timely furnished with new passes; and that in the case of vessels returning from foreign voyages, passes of the present form shall continue in force during the terms hereinafter mentioned, *viz.*

For vessels returning from the ports to the northward of the Straights of Gibraltar, or from the ports within the Mediterranean, to March 31, 1820.

For vessels returning from the West Indies, North America, and the western coasts of Africa, to June 30, 1820.

For vessels returning from the East Indies, and all other distant parts, to June 30, 1821.

And all His Majesty's subjects, who shall be possessed of any such passes, are charged, that they do, on or before the expiration of the periods hereinbefore mentioned respectively, return the same into the office of the admiralty of Great Britain, or to the respective collectors of customs at the out ports of Great Britain and Ireland, or to the governors of some of His Majesty's foreign plantations or dominions, in order to their being cancelled; and that they do furnish themselves with passes of the new form, under the hands and seals of the lords commissioners of the admiralty, in lieu thereof, for their several vessels, according to the treaties subsisting between His Majesty and the governments on the coast of Barbary, and the regulations made by King George I. by order in council on the 14th June, 1722, so far as the same remains unaltered, by the regulations made by our orders in council, of 28th Aug. 1776, or 31st Dec. 1783, and 3d Nov. 1802, or of this day's date, and according to the further regulations then there made, and our instructions given to the said commissioners touching the same; and whereas many vessels belonging to His Majesty's subjects continue several years trading from port to port in the Mediterranean without returning home, whereby they cannot so conveniently procure their passes to be exchanged: for the ease of our trading subjects, it is declared, that upon the application of any owner of any vessel or other substantial merchant, to the office of the admiralty of Great Britain, and oath made by him of the property of such vessel, and that three-fourths of the company are our subjects, according to 12 Cha. 2. c. 18., (a) or such other pro-

(a) Former Navigation Act, see now page 1.

portion as may be authorized by act of parliament, and upon entering into a bond for the return of such pass at the end of the period therein specified: it shall be lawful for the said commissioners, and they are respectively empowered to make out a new pass for such vessel, and send the same to such of His Majesty's consuls in the Mediterranean as the owner or merchant shall desire, with directions to such consul, that, upon application to him from the master of the ship, for which the pass is made out, and surrendering up his old pass, and entering into bond for the return of such new pass, he shall deliver out the new pass to such master, and transmit the old one with the bond to the office of the admiralty of Great Britain.

And in order more effectually to hinder, for the future, any abuses that may be attempted by foreigners, relating to the new passes to be issued as aforesaid, it is further declared, that the new form of passes shall be issued from Jan. 1, 1820, within the United Kingdom of Great Britain and Ireland, and as soon after in His Majesty's colonies, as the same may be received at each colony; and that passes issued in the United Kingdom of Great Britain and Ireland, of the above-mentioned form, shall be in force *during the voyage for which the said passes shall be taken out, and no longer*, and shall be returned, at the termination of such voyage, to the commissioners of customs, or to their chief officer at one of the out-ports, provided such voyage shall terminate in the United Kingdom of Great Britain and Ireland, or to the governor or lieutenant-governor in any of the islands of Jersey, Guernsey, Alderney, or Man; and in case such voyage shall terminate in any of His Majesty's possessions abroad, then that such passes shall be delivered up to the governor or other persons having chief authority there; but if such voyage shall terminate at any place out of His Majesty's dominions, then such pass shall be delivered up to His Majesty's consul or his deputy at such place, or who may be nearest thereto; and that passes to be issued in His Majesty's colonies or possessions abroad shall, in like manner, be in force *during the voyage or voyages for which they shall be taken out respectively, and no longer*, and shall be returned at the termination of such voyage or voyages respectively, in the manner hereinbefore directed, according to the place in which such voyage or voyages shall terminate respectively; and that in all cases whatever of passes to be issued, such surety, by way of bond, shall be given to secure the due return of the passes, and to guard against any fraudulent or improper use of them, as hath been usual, or as the lords commissioners of the admiralty may deem necessary to require, according to the circumstances of the case.

It is further declared, that if any person be desirous of having the Mediterranean pass annexed to the certificate of registry of his ship, such pass so annexed may be issued agreeably to the form B, (a) and that such pass shall not be separated from such certificate of registry; but shall be returned at the same time when such certificate of registry shall be delivered up to be cancelled, and as often as any new certificate of registry shall be granted, an annexed pass shall also be granted, under the same conditions, if the party be desirous thereof.

But whereas the laws for the registry of British shipping do not apply to ships belonging to Gibraltar and Malta, (b) and whereas it is expedient that passes granted to the ships of the said places should be accompanied by some document proving that they belong to His Majesty's subjects in His Majesty's said possessions respectively, it is further declared, that the governors or deputy governors of the said possessions respectively, who shall be authorized to issue passes, shall issue them only in the form marked C, (a) and the governors or deputy governors shall issue them only to such ships as shall be certified, (in such manner as His Majesty shall be pleased by any order in council to direct,) to belong to our subjects, and to the possessions under their respective governments, except that when any ship having a pass issued in the United Kingdom, or in any of His Majesty's colonies, the time of which pass shall have expired, and which by these regulations ought to be returned, or where the owner or master of a ship, having a British certificate of registry, shall be desirous of obtaining a Mediterranean pass; the governors or deputy governors as aforesaid may grant for such ship a pass of the form aforesaid marked C, (a) *to be in force to the end of the ship's then voyage, and no longer*, and to be returned to be cancelled at the end of such voyage as hereinbefore directed in other cases respectively; and the said governors or deputy governors shall sign

(a) The form is not given in the London Gazette.

(b) See now the new Registry Act, in page 340.

their names in the margin of all passes issued by them respectively as specified in the said form; and in all cases the governors or deputy governors issuing such passes shall take a bond (as above directed) for the delivery up of such pass on the first ensuing arrival of such ship in any port of the United Kingdom, or of a British possession, of which the governor or deputy governor may be authorized to issue passes.

For the more convenient issue of such passes the lords commissioners of the admiralty shall be authorized to furnish to the commissioners of customs in London, Edinburgh, and Dublin, and to the governors of His Majesty's colonies, and of Gibraltar and Malta, passes of the necessary forms signed and executed by the lords commissioners of the admiralty, in blank as to the names of the ship, which passes the commissioners of customs or their officers and the said governors shall be authorized to fill up and issue on the receipt of the bond required to be taken for the same.

It shall be lawful for the lords commissioners of the admiralty to lodge Mediterranean passes of the same form with the new passes for vessels belonging to Gibraltar and Malta, in the hands of the lord high commissioner of the Ionian Islands, and to empower the lord high commissioner of the Ionian Islands to issue and deliver out such passes to any of the inhabitants of the said islands, to be applied to ships actually belonging to the said islands, and none other, provided the persons applying for the same do comply with the several regulations now in use, or that may be required to be observed by His Majesty's subjects, or that may be directed to be observed by the inhabitants of the Ionian Islands by the lords commissioners of the admiralty.

And it is ordered, that the commissioners of customs in Great Britain and Ireland do cause to be carried into execution such parts of the said order of council, of the 14th June, 1722, concerning passes, as relate to themselves and the proper officers under them, so far as the same remains now in force, and of the orders aforesaid of August 28, 1776, Dec. 31, 1783, and Nov. 3, 1802, or of this day's date, that they do direct their officers in the several ports of the United Kingdom of Great Britain and Ireland to demand of the masters of all merchant ships, so soon as they shall return into port from a foreign voyage, all passes granted as aforesaid which shall be in their possession to be produced to the said respective officers of customs; and if the same shall appear to be of an older date than the periods hereinbefore severally mentioned for the return of the passes of the present form, then such passes shall be delivered up to the said respective officers of customs, and be by them returned to the office of the admiralty of Great Britain. And in case the master of any such vessel shall refuse to produce or deliver up such passes according to the true intent of the said order, then the said officer shall certify the name of every such master, and of the vessel, to the lords commissioners of the admiralty, to the end that directions may be given for putting the bond entered into on the granting any such pass in suit.

Gibraltar and Malta. By proclamation, dated November 22, 1820, it is declared that the passes to be issued by the governors or deputy governors of Gibraltar and Malta for the protection of vessels belonging to His Majesty's subjects in such places, under the condition set forth in the proclamation of the 20th November, 1819, are to continue in force for one year, from the day on which the same shall respectively be issued, and no longer; and that at the expiration of that term, the passes shall be delivered up for the purpose of being cancelled.

Counterfeiting Mediterranean Passes. If any person shall, within Great Britain or Ireland, or any other His Majesty's dominions, or without, falsely make, or forge any pass for any ship whatsoever, commonly called *A Mediterranean Pass*, or shall counterfeit the seal, or the hand of the lord high admiral of Great Britain and Ireland, or of any commissioner for executing the said office, to any such pass, or shall alter or erase any true and authentic pass issued or made out by the said lord high admiral or commissioners, or shall knowingly utter or publish as true any such false or erased pass, every such person being duly convicted thereof shall be adjudged guilty of *felony*, and shall suffer death as in cases of felony, without benefit of clergy. 4 Geo. 2, c. 18. § 1.

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THE END.

SUPPLEMENT.

CONVENTION of Commerce between His Majesty and the most Christian King, together with two additional Articles thereunto annexed. Signed at London, January 26, 1826.

ARTICLE 1. *Assimilation of Duties on Vessels entering into or departing from Ports of United Kingdom and France.*—From and after the 5th of April of the present year, French vessels coming from or departing for the ports of France, or, if in ballast, coming from, or departing for any place, shall not be subject, in the ports of the United Kingdom, either on entering into, or departing from the same, to any higher duties of tonnage, harbour, light-house, pilotage, quarantine, or other similar or corresponding duties, of whatever nature or under whatever denomination, than those to which British vessels, in respect of the same voyages, are or may be subject, on entering into or departing from such ports; and, reciprocally, from and after the same period, British vessels coming from or departing for the ports of the United Kingdom, or, if in ballast, coming from or departing for any place, shall not be subject, in the ports of France, either on entering into, or departing from the same, to any higher duties of tonnage, harbour, light-house, pilotage, quarantine, or other similar or corresponding duties, of whatever nature, or under whatever denomination, than those to which French vessels, in respect of the same voyages, are or may be subject, on entering into or departing from such ports; whether such duties are collected separately, or are consolidated in one and the same duty;—His Most Christian Majesty reserving to himself to regulate the amount of such duty or duties in France, according to the rate at which they are or may be established in the United Kingdom: at the same time, with the view of diminishing the burthens imposed upon the navigation of the two countries, His Most Christian Majesty will always be disposed to reduce the amount of the said burthens in France, in proportion to any reduction which may hereafter be made of those now levied in the ports of the United Kingdom.

2. *Assimilation of Duties on Goods imported.*—*How Goods, produce of Asia, Africa, and America, may be imported.*—Goods which can or may be legally imported into the ports of the United Kingdom from the ports of France, if so imported in French vessels, shall be subject to no higher duties than if imported in British vessels, and, reciprocally, goods, which can or may be legally imported into the ports of France, from the ports of the United Kingdom, if so imported in British vessels, shall be subject to no higher duties than if imported in French vessels. The produce of Asia, Africa, and America, not being allowed to be imported from the said countries, nor from any other, in French vessels, nor from France in French, British, or any other vessels, into the ports of the United Kingdom, for home consumption, but only for warehousing and re-exportation, His Most Christian Majesty reserves to himself to direct that, in like manner, the produce of Asia, Africa, and America, shall not be imported from the said countries, nor from any other, in British vessels, nor from the United Kingdom in British, French, or any other vessels, into the ports of France, for the consumption of that kingdom, but only for warehousing and re-exportation.

Productions of Europe.—With regard to the productions of the countries of Europe, it is understood between the high contracting parties that such productions shall not be imported, in British ships, into France, for the consumption of that kingdom, unless such ships shall have been laden therewith in some port of the United Kingdom; and that His Britannic Majesty may adopt, if he shall think fit, some corresponding restrictive measure, with regard to the productions of the countries of Europe, imported into the ports of the United Kingdom in French vessels: the high contracting parties reserving, however, to themselves the power of making, by mutual consent, such relaxations in the strict execution of the present Article, as they may think useful to the respective interests of the two countries, upon the principle of mutual concessions, affording each to the other reciprocal or equivalent advantages.

3. *Duties, Bounties, &c. on Goods exported.*—All goods which can or may be legally exported from the ports of either of the two countries, shall, on their

export, pay the same duties of exportation, whether the exportation of such goods be made in British or in French vessels, provided the said vessels proceed, respectively, direct from the ports of the one country to those of the other. And all the said goods so exported in British or French vessels, shall be reciprocally entitled to the same bounties, drawbacks, and other allowances of the same nature, which are granted by the regulations of each country, respectively.

4. *Navigation between United Kingdom and France by a third Power.*—It is mutually agreed between the high contracting parties, that in the intercourse of navigation between their two countries, the vessels of any third power shall, in no case, obtain more favourable conditions than those stipulated in the present convention, in favour of British and French vessels.

5. *Fishing Boats forced into either Country by stress of Weather.*—The fishing-boats of either of the two countries, which may be forced by stress of weather to seek shelter in the ports, or on the coast of the other country, shall not be subject to any duties or port charges, of any description whatsoever; provided the said boats, when so driven in by stress of weather, shall not discharge or receive on board any cargo, or portion of cargo, in the ports, or on the parts of the coast where they shall have sought shelter.

6. *European Possessions of either Country.*—It is agreed that the provisions of the present convention between the high contracting parties shall be reciprocally extended and in force, in all the possessions subject to their respective dominions in Europe.

7. *Duration of Convention.*—The present convention shall be in force for the term of ten years, from the 5th of April of the present year; and further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate its operation; each of the high contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years: and it is agreed between them, that, at the end of the twelve months' extension agreed to on both sides, this convention, and all the stipulations thereof, shall altogether cease and determine.

8. *Ratification.*—The present convention shall be ratified, and the ratifications shall be exchanged in London, within the space of one month, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the 26th day of January, in the year of our Lord 1826.

GEORGE CANNING.

WILLIAM HUSKISSON.

LE PRINCE DE POLIGNAC.

Additional Articles.

ARTICLE 1. *Colonial Trade.*—From and after the 1st of October of the present year, French vessels shall be allowed to sail from any port whatever of the countries under the dominion of His Most Christian Majesty, to all the colonies of the United Kingdom, (except those possessed by the East India Company) and to import into the said colonies all kinds of merchandize, (being productions the growth or manufacture of France, or of any country under the dominion of France) with the exception of such as are prohibited to be imported into the said colonies, or are permitted to be imported only from countries under the British dominion; and the said French vessels, as well as the merchandize imported in the same, shall not be subject, in the colonies of the United Kingdom, to other or higher duties than those to which British vessels may be subject, on importing the same merchandize from any foreign country, or which are imposed upon the merchandize itself. [See p. 595—615.]

The same facilities shall be granted, reciprocally, in the colonies of France, with regard to the importation, in British vessels, of all kinds of merchandize, (being productions the growth and manufacture of the United Kingdom, or of any country under the British dominion) with the exception of such as are prohibited to be imported into the said colonies, or are permitted to be imported only from countries under the dominion of France. And whereas all goods, the produce of any foreign country, may now be imported into the colonies of the United Kingdom, in the ships of that country, with the exception of a limited list of specified articles, which can only be imported into the said colonies in British ships, His Majesty the King of the United Kingdom reserves to himself the power of adding to the said list of excepted articles any other, the produce of the French dominions.

nions, the addition whereof may appear to His Majesty to be necessary for placing the commerce and navigation to be permitted to the subjects of each of the high contracting parties with the colonies of the other, upon a footing of fair reciprocity.

2. *Colonial Trade*.—From and after the same period, French vessels shall be allowed to export from all the colonies of the United Kingdom, (except those possessed by the East India Company) all kinds of merchandize, which are not prohibited to be exported from such colonies in vessels other than those of Great Britain; and the said vessels, as well as the merchandize exported in the same, shall not be subject to other or higher duties than those to which British vessels may be subject, on exporting the said merchandize, or which are imposed upon the merchandize itself; and they shall be entitled to the same bounties, drawbacks, and other allowances of the same nature, to which British vessels would be entitled, on such exportation.

The same facilities and privileges shall be granted, reciprocally, in all the colonies of France, for the exportation, in British vessels, of all kinds of merchandize, which are not prohibited to be exported from such colonies in vessels other than those of France.

These two additional articles shall have the same force and validity as if they were inserted, word for word, in the convention signed this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, Jan. 26, 1826.

GEORGE CANNING.
WILLIAM HUSKISSON.
LE PRINCE DE POLIGNAC.

CONVENTION of Commerce between His Majesty and the free Hanseatic Republics of Lubeck, Bremen, and Hamburg.—Signed at London, Sept. 29, 1825.

ARTICLE 1. *Vessels to be on the same footing*.—From and after the date hereof, British vessels entering or departing from the ports of the free Hanseatic republics of Lubeck, Bremen, or Hamburg,—and Lubeck, Bremen, or Hamburg vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher ship duties or charges, than are or shall be levied on national vessels entering or departing from such ports, respectively.

2. *Goods to be on the same footing with regard to Vessels*.—All goods, whether the production of the territories of the free Hanseatic republics of Lubeck, Bremen, or Hamburg, or of any other country, which may be legally imported from any of the ports of the said republics into the United Kingdom of Great Britain and Ireland in British vessels, shall, in like manner, be permitted to be imported in Lubeck, Bremen, or Hamburg vessels:—and all goods, whether the production of any of the dominions of His Britannic Majesty, or of any other country, which may be legally exported from the ports of the United Kingdom in British vessels, shall, in like manner, be permitted to be exported from the said ports, in Lubeck, Bremen, or Hamburg vessels. And all goods, which may be legally imported into or exported from the ports of Lubeck, Bremen, or Hamburg, in national vessels, shall, in like manner, be permitted to be imported into or exported from the ports of Lubeck, Bremen, or Hamburg, in British vessels.

3. *Goods to be on the same footing as to Duties, Bounties, &c.*—All goods which can be legally imported into the ports of the United Kingdom directly from the ports of Lubeck, Bremen, or Hamburg, or either of them, shall be admitted at the same rate of duty, whether imported in British vessels, or in vessels belonging to either of the said republics:—and all goods which can be legally exported from the United Kingdom, shall be entitled to the same bounties, drawbacks, and allowances, whether exported in British or Hanseatic vessels. And the like reciprocity shall be observed, in the ports of the said republics, in respect to all goods which can be legally imported into or exported from any or either of the said ports, in vessels belonging to the United Kingdom.

4. *Priority of Purchase, &c.*—No priority or preference shall be given, directly or indirectly, by any or either of the contracting parties, nor by any company, corporation, or agent, acting on their behalf, or under their authority, in the purchase of any article, the growth, produce, or manufacture, of their states, respectively, imported into the other, on account of or in reference to the character

of the vessel in which such article was imported; it being the true intent and meaning of the high contracting parties, that no distinction or difference whatever shall be made in this respect.

5. *Definition of Hanseatic Vessels.*—In consideration of the limited extent of the territories belonging to the republics of Lubeck, Bremen, and Hamburg, and the intimate connexion of trade and navigation subsisting between these republics, it is hereby stipulated and agreed, that any vessel which shall have been built in any or either of the ports of the said republics, and which shall be owned exclusively by a citizen or citizens of any or either of them, and of which the master shall also be a citizen of either of them, and provided three-fourths of the crew shall be subjects or citizens of any or either of the said republics, or of any or either of the states comprised in the Germanic confederation, such vessel, so built, owned, and navigated, shall, for all the purposes of this convention, be taken to be and considered as a vessel belonging to Lubeck, Bremen, or Hamburg.

6. *What Vessels deemed to be come from each Country*—Any vessel, together with her cargo, belonging to either of the three free Hanseatic republics of Lubeck, Bremen, or Hamburg, and coming from either of the said ports to the United Kingdom, shall, for all the purposes of this convention, be deemed to come from the country to which such vessel belongs; and any British vessel and her cargo trading to the ports of Lubeck, Bremen, or Hamburg, directly or in succession, shall, for the like purposes, be on the footing of a Hanseatic vessel and her cargo making the same voyage.

7. *Personal Property.*—It is further mutually agreed, that no higher or other duties shall be levied, in any or either of the states of the high contracting parties, upon any personal property of the subjects and citizens of each, respectively, on the removal of the same from the dominions or territory of such states, (either upon inheritance of such property, or otherwise,) than are or shall be payable, in each state, upon the like property, when removed by a subject or citizen of such state, respectively.

8. *Further Stipulations.*—The high contracting parties reserve to themselves to enter upon additional stipulations for the purpose of facilitating and extending even beyond what is comprehended in the convention of this date, the commercial relations of their respective subjects and dominions, citizens, and territories, upon the principle either of reciprocal or equivalent advantages, as the case may be; and, in the event of any article or articles being concluded between the said high contracting parties, for giving effect to such stipulations, it is hereby agreed that the article or articles which may hereafter be so concluded, shall be considered as forming part of the present convention.

9. *Duration of Convention.*—The present convention shall be in force for the term of 10 years from the date hereof; and further, until the end of 12 months after the King of the United Kingdom of Great Britain and Ireland, on the one part, or the governments of the free Hanseatic republics of Lubeck, Bremen, or Hamburg, or either of them, on the other part, shall have given notice of their intention to terminate the same; each of the said high contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of 10 years: and it is hereby agreed between them, that, at the expiration of 12 months after such notice shall have been received by either of the parties from the other, this convention, and all the provisions thereof, shall altogether cease and determine, as far as regards the states giving and receiving such notice; it being always understood and agreed, that if one or more of the Hanseatic republics aforesaid shall, at the expiration of 10 years from the date hereof, give or receive notice of the proposed termination of this convention, such convention shall, nevertheless, remain in full force and operation, as far as regards the remaining Hanseatic republics or republic, which may not have given or received such notice.

10. *Ratification.*—The present convention shall be ratified, and the ratifications shall be exchanged at London within one month from the date hereof, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, Sept. 29, 1825.

GEORGE CANNING.
W. HUSKISSON.
JAMES COLQUHOUN.

TREATY

TREATY (a) of Amity, Commerce, and Navigation, between His Majesty and the State of Colombia, together with an additional Article thereunto annexed. Signed at Bogota, April 18, 1825.

EXTENSIVE commercial intercourse having been established for a series of years between the dominions of His Britannic Majesty, and the several provinces or countries of America, which (now united) constitute the State of Colombia, it seems good for the security as well as encouragement of such commercial intercourse, and for the maintenance of good understanding between His said Britannic Majesty and the said state, that the relations now subsisting between them should be regularly acknowledged and confirmed, by the signature of a treaty of amity, commerce, and navigation. For this purpose they have named their respective plenipotentiaries, who, after having communicated to each other their respective full powers, found to be in due and proper form, have agreed upon and concluded the following articles:—

ARTICLE 1. *Peace established.*—There shall be perpetual, firm, and sincere amity between the dominions and subjects of His Majesty, the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, and the state and people of Colombia.

2. *Freedom of Commerce generally.*—There shall be, between all the territories of His Britannic Majesty in Europe, and the territories of Colombia, a reciprocal freedom of commerce. The subjects and citizens of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all such places, ports, and rivers, in the territories aforesaid, to which other foreigners are or may be permitted to come, to enter into the same, and to remain and reside in any part of the said territories, respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and, generally, the merchants and traders of each nation, respectively, shall enjoy the most complete protection and security for their commerce; subject always to the laws and statutes of the two countries, respectively.

3. *Liberty of Commerce in Dominions out of Europe.*—His Majesty the King of the United Kingdom of Great Britain and Ireland, engages further, that the citizens of Colombia shall have the like liberty of commerce and navigation stipulated for in the preceding article, in all his dominions situated out of Europe, to the full extent in which the same is permitted at present, or shall be permitted hereafter, to any other nation.

4. *What Rate of Duty, &c. to be paid on Goods imported into or exported from British Territories, with Nature of Prohibitions.*—No higher or other duties shall be imposed on the importation into the territories of His Britannic Majesty, of any articles of the growth, produce, or manufacture of Colombia—and no higher or other duties shall be imposed on the importation into the territories of Colombia, of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country; nor shall any other or higher duties or charges be imposed, in the territories or dominions of either of the contracting parties, on the exportation of any articles to the territories or dominions of the other, than such as are or may be payable on the exportation of the like articles to any other foreign country: nor shall any prohibition be imposed upon the exportation or importation of any articles the growth, produce, or manufacture of His Britannic Majesty's dominions, or of the said territories of Colombia, to or from the said dominions of His Britannic Majesty, or to or from the said territories of Colombia, which shall not equally extend to all other nations.

5. *Assimilation of Duties on Vessels.*—No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of Colombia, on British vessels, than those payable, in the same ports, by Colombian vessels; nor, in the ports of His Britannic Majesty's Territories, on Colombian vessels, than shall be payable, in the same ports, on British vessels.

6. *What Rate of Duty, &c. to be paid on Goods imported into or exported from Colombian Territories, with Nature of Prohibitions.*—The same duties shall be paid on the importation into the territories of Colombia of any article the growth,

(a) This treaty is already given in an abridged form in p. 633, but it is thought right now to insert it at full length.

For treaty with provinces of Rio de la Plata, see page 640.

produce, or manufacture of His Britannic Majesty's dominions, whether such importation shall be in Colombian or in British vessels; and the same duties shall be paid on the importation into the dominions of His Britannic Majesty of any article of the growth, produce, or manufacture of Colombia, whether such importation shall be in British or Colombian vessels. The same duties shall be paid, and the same drawbacks and bounties allowed, on the exportation to Colombia of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such exportation shall be in Colombian or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of Colombia to His Britannic Majesty's dominions, whether such exportation shall be in British or Colombian vessels.

7. *What deemed British and Colombian Vessels.*—In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or a Colombian vessel, (a) it is hereby agreed, that all vessels built in the dominions of His Britannic Majesty, and owned by British subjects, or by any of them, and whereof the master and three-fourths of the mariners, at least, are British subjects, excepting where the laws provide for any extreme cases, shall be considered as British vessels; and that all vessels built in the territories of Colombia, and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are Colombian citizens, excepting where the laws provide for any extreme cases, shall be considered as Colombian vessels.

8. *Power to Traders to manage their own Affairs, and to buy and sell.*—All merchants, commanders of ships and others, the subjects of His Britannic Majesty, or citizens of the State of Colombia, shall have full liberty, in all the territories of both powers, respectively, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes, nor to pay them any salary or remuneration, unless they shall choose to employ them; and absolute freedom shall be allowed, in all cases, to the buyer and seller, to bargain and fix the price of any goods, imported into, or exported from, the territories of either of the contracting parties, as they shall see good.

9. *Miscellaneous Privileges.*—In whatever relates to the lading and unlading of ships, the safety of merchandize, goods, and effects, the succession to personal estates, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions and territories, the same privileges, liberties, and rights, as the most favoured nation, and shall not be charged, in any of these respects, with any higher imposts or duties than those which are paid, or may be paid, by the native subjects or citizens of the power in whose dominions or territories they may be resident.

They shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions and requisitions; neither shall they be compelled to pay any ordinary taxes, under any pretext whatsoever, greater than those that are paid by the subjects or citizens of one or other power.

10. *Consuls.*—It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party; but before any consul shall act as such, he shall, in the usual form, be approved and admitted by the government to which he is sent; and either of the contracting parties may except from the residence of consuls, such particular places as either of them may judge fit to be so excepted.

11. *Privileges in case of War.*—For the better security of commerce between the subjects of His Britannic Majesty, and the citizens of Colombia, it is agreed, that if, at any time, any interruption of friendly commercial intercourse, or any rupture should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing in the dominions of the other, shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably, and commit no offence against the laws; and their effects and property, whether entrusted

(a) See additional article, in next page.

to individuals or to the state, shall not be liable to seizure or sequestration, or to any other demands than those which may be made upon the like effects or property, belonging to the native inhabitants of the state in which such subjects or citizens may reside.

12. *Privileges of British Subjects as to Religion, &c.*—The subjects of His Britannic Majesty residing in the territories of the State of Colombia, shall enjoy the most perfect and entire security of conscience, without being annoyed, prevented, or disturbed on account of their religious belief. Neither shall they be annoyed, molested, or disturbed in the proper exercise of their religion, provided that this take place in private houses, and with the decorum due to divine worship, with due respect to the laws, usages, and customs of the country. Liberty shall also be granted to bury the subjects of His Britannic Majesty, who may die in the said territories of Colombia, in convenient and adequate places, to be appointed and established by themselves for that purpose, with the knowledge of the local authorities. Nor shall the funerals or sepulchres of the dead be disturbed in any wise, nor upon any account. In the like manner, the citizens of Colombia shall enjoy, within all the dominions of His Britannic Majesty, a perfect and unrestrained liberty of conscience, and of exercising their religion publicly or privately, within their own dwelling-houses, or in the chapels and places of worship appointed for that purpose, agreeably to the system of toleration established in the dominions of His said Majesty.

13. *Slave Trade.*—The Government of Colombia engages to co-operate with His Britannic Majesty for the total abolition of the slave trade, and to prohibit all persons inhabiting within the territories of Colombia, in the most effectual manner, from taking any share in such trade.

14. *Further Articles.*—And for as much as it would be convenient and useful, or the purpose of facilitating the mutual good understanding between the two contracting parties, and for avoiding all difficulties henceforward, that other articles should be proposed and added to the present treaty, which articles, both from a want of due time for their consideration, as well as from the pressure of circumstances, cannot at present be drawn up with the required perfection, it has been and is agreed, on the part of both powers, that they will, with the least possible delay, come forward to treat and agree upon such articles as may be wanting to this treaty, and deemed mutually beneficial; and which articles, when they shall be agreed upon, and shall be duly ratified, shall form part of the present treaty of amity, commerce, and navigation.

15. *Ratification.*—The present treaty shall be ratified by His Majesty the King of the United Kingdom of Great Britain and Ireland, and by the President or Vice President charged with the executive power of the State of Colombia, with the consent and approbation of the Congress of the said State; and the ratifications shall be exchanged at London within the space of six months, or sooner if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done in the city of Bogota, April 18, 1825.

JOHN POTTER HAMILTON.

PATRICK CAMPBELL.

PEDRO GUAL.

PEDRO BRICENO MENDEZ.

Additional Article.

Further Definition as to Colombian Ships.—Whereas, in the present state of Colombian shipping, it would not be possible for Colombia to take advantage of the reciprocity established by the articles 5, 6, and 7, of the treaty signed this day, if that part should be carried into immediate effect, which stipulates that in order to be considered as a Colombian ship, a ship shall actually have been built in Colombia,—it is agreed that, for the space of seven years, to be reckoned from the date of the ratification of this treaty, any ships, wheresoever built, being *bonâ fide* the property of any of the citizens of Colombia, and whereof the master and three-fourths of the mariners, at least, are also Colombian citizens, excepting where the laws provide for any extreme cases, shall be considered as Colombian ships:—His Majesty the King of the United Kingdom of Great Britain and Ireland reserving to himself the right, at the end of the said term of seven years, to claim the principle of reciprocal restriction stipulated for in the article 7, above referred to, if the interests of British navigation shall be found to be prejudiced

diced by the present exception to that reciprocity, in favour of Colombian shipping.

The present additional article shall have the same force and validity as if it were inserted, word for word, in the treaty signed this day.—It shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done in the city of Bogota, April 18, 1825.

JOHN POTTER HAMILTON.
PATRICK CAMPBELL.
PEDRO GUAL.
PEDRO BRICENO MENDEZ.

Declaration by His Majesty's Principal Secretary of State for Foreign Affairs, on the exchange of Ratifications.

Further explanation as to British and Colombian Ships.—The undersigned, His Majesty's principal secretary of state for foreign affairs, at the moment of exchanging with Senor Manuel Jose Hurtado, plenipotentiary of the State of Colombia, the ratifications of the treaty of amity, commerce, and navigation, signed at Bogota, on the 18th of April, 1825, by John Potter Hamilton, Esquire, and Patrick Campbell, Esquire, on the part of His Majesty, and Senor Pedro Gual, and General Pedro Briceno Mendez, on the part of the State of Colombia, has been commanded by His Majesty, in order to avoid any misunderstanding which might possibly arise in the execution of that part of the seventh article of the said treaty, wherein it is defined what ships shall be considered as entitled to the privileges of British and Colombian ships, to declare to Senor Hurtado, that, in addition to the qualifications therein expressed, such other ships will likewise be entitled to be considered as British ships, which shall have been captured from an enemy by His Majesty's ships of war, or by subjects of His Majesty furnished with letters of marque by the lords commissioners of the Admiralty, and regularly condemned in one of His Majesty's Prize Courts as a lawful prize, or which shall have been condemned in any competent court, for the breach of the laws made for the prevention of the slave trade;—and that, in the same manner, ships captured from the enemy by the ships of Colombia, and condemned under similar circumstances, will likewise be entitled to be considered as Colombian ships.

London, November 7th, 1825.

GEORGE CANNING.

Senor Manuel Jose Hurtado, &c. &c. &c.

Act of Acceptance of the foregoing Declaration.

The undersigned, plenipotentiary of the State of Colombia, having received from His Britannic Majesty's principal secretary of state for foreign affairs, a declaration stating, "That, in order to avoid any misunderstanding which might possibly arise in the execution of that part of the seventh article of the treaty between His Britannic Majesty and the State of Colombia, signed at Bogota, on the 18th of April, 1825, wherein it is defined what ships shall be considered as entitled to the privileges of British and Colombian ships,—in addition to the qualifications therein expressed, such other ships will likewise be entitled to be considered as British ships, which shall have been captured from an enemy by His Britannic Majesty's ships of war, or by subjects of His said Majesty furnished with letters of marque by the lords commissioners of the Admiralty, and regularly condemned in one of His said Majesty's Prize Courts as a lawful prize, or which shall have been condemned in any competent court, for the breach of the laws made for the prevention of the slave trade;—and that, in the same manner, ships captured from the enemy by the ships of Colombia, and condemned under similar circumstances, will likewise be entitled to be considered as Colombian ships:—"

The undersigned, in virtue of the full powers with which he is invested, hereby accepts and adopts the said declaration, in the name and on the behalf of his government.

London, November 7th, 1825.

MANUEL JOSE HURTADO.

The Right Honourable George Canning, &c. &c. &c.

"Whereas treaties of amity, commerce, and navigation have been concluded between His Majesty and the republics of the states of the Rio de la Plate, and of Columbia respectively: and whereas it is expedient to give to effect such parts of the said treaties as require the sanction of parliament;" it is therefore enacted that all ships, of whatever built, and in whatever way acquired, being duly owned and navigated as the ships of the said republics respectively, shall, for the term of *seven years* from the respective dates of such treaties, be deemed to be the ships of those countries respectively, in all places under British dominion. 7 Geo. 4. c. 5. § 1.

"And whereas treaties of the like nature may be concluded between His Majesty and other countries in America not yet provided with national merchant shipping, built or acquired in manner required by the law of navigation; it is therefore enacted, that all ships, of whatever built, and in whatever way acquired, being duly owned and navigated as the ships of particular countries in America, shall be deemed to be the ships of such countries respectively, in all places under British dominion, for any term not exceeding *seven years*, agreed to in that behalf in any treaty between His Majesty and any of such countries respectively. § 2.

CONVENTION of Commerce and Navigation between His Majesty and the King of Sweden and Norway, together with an additional Article thereunto annexed. Signed at London, March 18, 1826.

His Majesty, the King of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Sweden and Norway, having, by declarations exchanged on the twenty-fourth day of April, and sixteenth day of July, 1824, (a) entered into stipulations for removing impediments affecting the navigation and trade of their respective states; and their said Majesties being mutually desirous of still further extending and improving the relations of friendship and commerce now happily subsisting between them and their respective subjects, and of placing the arrangements already agreed upon by the declarations aforesaid, upon a more sure and satisfactory footing, have appointed their plenipotentiaries to conclude a convention for these purposes, who, after having communicated to each other their respective full powers, found to be in due and proper form, have agreed upon and concluded the following articles:—

ARTICLE 1. Former Stipulations. The several stipulations contained in the declarations exchanged between the plenipotentiaries of His Majesty, the King of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Sweden and Norway, on the twenty-fourth day of April, and sixteenth day of July, 1824 (a) shall continue in force between the high contracting parties, respectively, for the term of the present convention, and shall be equally binding upon the said parties, their officers and subjects, except as far as the same may be hereinafter varied, as if the same had been inserted, word for word, in this convention.

2. *Vessels of each Country to be on the same footing, as to Duties, &c.* British vessels entering or departing from the ports of the kingdoms of Sweden and Norway, and Swedish and Norwegian vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher ship duties or charges, than are or shall be levied on national vessels entering or departing from such ports respectively.

3. *Goods of each Country to be on the same footing, as to Import and Export.* All goods, whether the production of the kingdoms of Sweden and Norway, or of any other country, which may be legally imported from any of the ports of the said kingdoms into the United Kingdom of Great Britain and Ireland, in British vessels,

(a) See page 484.

shall, in like manner, be permitted to be so imported directly in Swedish or Norwegian vessels; and all goods, whether the production of any of the dominions of His Britannic Majesty, or of any other country, which may be legally exported from the ports of the United Kingdom, in British vessels, shall, in like manner, be permitted to be exported from the said ports in Swedish or Norwegian vessels. An exact reciprocity shall be observed in the ports of Sweden and Norway, so that all goods, whether the production of the United Kingdom, or of any other country, which may be legally imported from the ports of the United Kingdom into the ports of Sweden and Norway, in Swedish or Norwegian vessels, shall, in like manner, be permitted to be so imported from the ports of the United Kingdom in British vessels; and all goods, whether the production of any of the dominions of His Swedish Majesty, or of any other country, which may be legally exported from the ports of Sweden or Norway in Swedish or Norwegian vessels, shall, in like manner, be permitted to be exported from the said ports in British vessels.

4. *Goods of each Country to be on the same footing as to Duties, &c.* All goods, which can legally be imported into the ports of either country directly from the other, shall, upon such importation, be admitted at the same rate of duty, whether imported in vessels of the one or the other country; and all goods, which can be legally exported from the ports of either country, shall, upon such exportation, be liable to the same duties, and be entitled to the same bounties, drawbacks and allowances, whether exported in vessels of the one or the other country.

5. *Goods to be on equality as to Purchase.* No priority or preference shall be given, directly or indirectly, by the government of either country, or by any company, corporation, or agent, acting in its behalf or under its authority, in the purchase of any article of the growth, produce, or manufacture of either country, imported into the other, on account of, or in reference to the character of the vessel in which such article was imported; it being the true intent and meaning of the high contracting parties, that no distinction or difference whatever shall be made in this respect.

6. *Colonial Import Trade.* From and after the date of the present convention, British ships shall be allowed to proceed direct from any port of his Britannic Majesty's dominions, to any colony of His Majesty the king of Sweden and Norway not in Europe, and to import into such colony any goods the growth, produce, or manufacture of the United Kingdom, or of any of the British dominions, not being such goods as are prohibited to be imported into such colony, or as are admitted only from the dominions of His Majesty the King of Sweden and Norway; and such British ships, and such goods so imported in them, shall be liable, in such colony of His Majesty the King of Sweden and Norway, to no higher or other charges than would be there payable on Swedish or Norwegian ships importing the like sorts of goods, or payable on the like goods, the growth, produce, or manufacture of any foreign country, allowed to be imported into the said colony in Swedish or Norwegian ships. And from and after the same date, Swedish and Norwegian vessels shall be allowed to proceed direct from any ports of the dominions of His Majesty the King of Sweden and Norway, to any colony of the United Kingdom of Great Britain and Ireland, (other than those in the possession of the East India Company,) and to import into such colony any goods, the growth, produce, or manufacture of the kingdoms of Sweden and Norway, or of any of their dominions, not being such goods as are prohibited to be imported into such colony, or as are admitted only from the dominions of His Britannic Majesty; and such Swedish and Norwegian vessels, and such goods so imported in them, shall be liable, in such colony of the United Kingdom of Great Britain and Ireland, (other than those in the possession of the East India Company,) to no other or higher charges than would be there payable on British vessels importing the like sorts of goods, or payable on the like goods, the growth, produce, or manufacture of any foreign country, allowed to be imported into the said colony in British ships.

7. *Colonial Export Trade.* From and after the date of the present convention, British ships shall be allowed to export from any colony of His Majesty the King
of

of Sweden and Norway not in Europe, any goods not prohibited to be exported from such colony; and such British ships, and such goods so exported in them, shall be liable, in such colony, to no other or higher charges than would be payable by, and shall be entitled to the same drawbacks as would be there allowable on, Swedish or Norwegian ships exporting such goods. And the like liberty and privileges of exportation shall be reciprocally granted in the British colonies, (other than those in the possession of the East India Company,) to Swedish and Norwegian ships, and to goods exported in them.

8. *East Indies.* In respect to the commerce to be carried on in vessels of Sweden or Norway with the British dominions in the East Indies or now held by the East India Company in virtue of their charter, His Britannic Majesty consents to grant the same facilities and privileges, in all respects, to the subjects of His Swedish Majesty, as are or may be enjoyed, under any treaty or act of parliament, by the subjects or citizens of the most favoured nation; subject to the laws, rules, regulations, and restrictions which are or may be applicable to the ships and subjects of any other foreign country enjoying the like facilities and privileges of trading with the said dominions. (a)

9. *Duties, Prohibitions, &c.* The high contracting parties engage that all articles the growth, produce, or manufacture of their respective dominions, shall be subject to no higher duties, upon their admission from the one country into the other, than are paid by the like articles, the growth, produce, or manufacture of any other foreign country; and that no prohibition or restraint shall be imposed upon the importation into the one country from the other, or upon the exportation from the one country to the other, of any such articles, the growth, produce, or manufacture of either of the said states, which shall not equally extend to all other nations; and, generally, that in all matters and regulations of trade and navigation, each of the high contracting parties will treat the other upon the footing of the most favoured nation.

10. *European Goods.* In consideration of the advantages and facilities which the navigation and commerce of the United Kingdoms of Sweden and Norway will enjoy, under the present convention, and the act of parliament of the 5th of July 1825, His Majesty the King of Sweden and Norway consents that, from and after this date, vessels of the United Kingdom of Great Britain and Ireland shall be allowed to import into Sweden any merchandize or goods of European origin, which are likewise permitted to be imported into Sweden from any port whatever, with the exception of the following articles: Salt, Hemp, Flax, Oil of all kinds, Grain of all kinds: Wine, Tobacco, Salt or dried Fish, Wool; and Stuffs of all kinds: which, as before, shall be imported into Sweden only in vessels of Sweden and Norway, or in vessels of the countries of which such articles are the produce.

The said excepted articles shall, however, be allowed to be imported into Sweden in vessels of the United Kingdom of Great Britain and Ireland proceeding direct from some port of the United Kingdom, provided such articles shall have been previously landed and warehoused in a port of the United Kingdom, after having been imported thither from the country of their origin.

These stipulations in favour of British commerce shall remain in force during the continuance of the present convention, and as far as the act of parliament of the 5th July 1825, shall continue to grant to the navigation and commerce of Sweden, equivalent facilities of the same nature. (b)

11. *Duties on Personal Property.* His Majesty the King of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Sweden and Norway, mutually agree, that no higher or other duties shall be levied, in any of their dominions, upon any personal property of their respective subjects, on the removal of the same from the dominions of their said Majesties, reciprocally, either upon the inheritance of such property, or otherwise, than are or shall be payable in each state, upon the like property, when removed by a subject of such state, respectively.

12. *Duration of Treaty.* The present convention shall be in force for the term

(a) See additional article.

(b) See pages 1—5.

of *ten years* from the date hereof; and further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same; each of the high contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years: and it is hereby agreed between them, that, at the expiration of twelve months after such notice shall have been received by either party from the other, this convention, and all the provisions thereof, shall altogether *cease and determine*.

Ratification. The present convention shall be ratified, and the ratifications shall be exchanged at London within six weeks from the date hereof, or sooner if possible.

In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the eighteenth day of March, in the year of our Lord one thousand eight hundred and twenty-six.

GEORGE CANNING.
WILLIAM HUSKISSON.

ADDITIONAL ARTICLE.

Vessels not able to dispose of Cargoes in East Indies. As it may sometimes happen that a Swedish or Norwegian vessel trading to the possessions held by the British East India Company in the East Indies, under the eighth article of the convention of this date, may find it expedient to dispose of the whole or part of her cargo, on her homeward bound voyage, in other ports than those of Sweden and Norway, it is hereby agreed, that any such vessel may proceed, with such cargo, to any foreign place or port whatsoever, not being within the limits of the East India Company's charter, and excepting the United Kingdom of Great Britain and Ireland and its dependencies.

The present additional article shall have the same force and validity as if it were inserted, word for word, in the convention signed this day. It shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the eighteenth day of March, in the year of our Lord one thousand eight hundred and twenty-six.

GEORGE CANNING.
WILLIAM HUSKISSON.

AUSTRIA.

CONVENTION of Commerce and Navigation between His Majesty and the Free Hanseatic Republics of Lubec, Bremen, and Hamburg, signed at London, September 29, 1825.

ARTICLE 1.—*Vessels to be on same footing.* From and after the date hereof, British vessels entering or departing from the ports of the Free Hanseatic Republics of Lubec, Bremen, or Hamburg; and Lubec, Bremen, or Hamburg vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher ship duties or charges, than are or shall be levied on national vessels entering or departing from such ports respectively.

2. *Goods to be on same footing as to Places of Import and Export.*—All goods, whether the production of the territories of the Free Hanseatic Republics of Lubec, Bremen, or Hamburg, or of any other country, which may be legally imported from any of the ports of the said republics into the United Kingdom of Great Britain and Ireland in British vessels, shall in like manner be permitted to be imported in Lubec, Bremen, or Hamburg vessels; and all goods, whether the production of any of the dominions of His Britannic Majesty, or of any other country, which may be legally exported from the ports of the United Kingdom in British vessels, shall, in like manner, be permitted to be exported from the said ports in Lubec, Bremen, or Hamburg vessels. And all goods which may be legally imported into or exported from the ports of Lubec, Bremen, or Hamburg, in national vessels, shall, in like manner, be permitted to be imported into or exported from the ports of Lubec, Bremen, or Hamburg, in British vessels.

3. *Goods to be on same footing as to Duties, Bounties, &c.*—All goods which can be legally imported into the ports of the United Kingdom directly from the ports of Lubec, Bremen, or Hamburg, or either of them, shall be admitted at the same rate of duty, whether imported in British vessels, or in vessels belonging to either of the said republics. And all goods which can be legally exported from the United Kingdom shall be entitled to the same bounties, drawbacks, and allowances, whether exported in British or Hanseatic vessels. And the like reciprocity shall be observed in the ports of the said republics, in respect to all goods which can be legally imported into or exported from any or either of the said ports, in vessels belonging to the United Kingdom.

4. *Freedom as to Purchase.*—No priority or preference shall be given, directly or indirectly, by any or either of the contracting parties, nor by any company, corporation, or agent acting on their behalf, or under their authority, in the purchase of any article, the growth, produce, or manufacture of their states, respectively, imported into the other, on account of or in reference to the character of the vessel in which such article was imported; it being the true intent and meaning of the High Contracting Parties, that no distinction or difference whatever shall be made in this respect.

5. *What Places Vessels deemed to belong to.*—In consideration of the limited extent of the territories belonging to the Republics of Lubec, Bremen, and Hamburg, and the intimate connection of trade and navigation subsisting between these republics, it is hereby stipulated and agreed, that any vessel which shall have been built in any or either of the ports of the said republics, and which shall be owned exclusively by a citizen or citizens of any or either of them, and of which the master shall also be a citizen of either of them, and provided three-fourths of the crew shall be subjects or citizens of any or either of the said republics, or of any or either of the states comprised in the Germanic Confederation, as described and enumerated in the 53rd and 56th articles of the General Treaty of Congress, signed at Vienna on the 9th of June, 1815, such vessel so built, owned, and navigated, shall for all the purposes of this convention, be taken to be and considered as a vessel belonging to Lubec, Bremen, or Hamburg.

6. *Whence Vessels from or to either Place to be deemed coming.*—Any vessel, together with her cargo, belonging to either of the three Free Hanseatic Republics of Lubec, Bremen, or Hamburg, and coming from either of the said ports to the

United Kingdom shall, for all the purposes of this convention, be deemed to come from the country to which such vessel belongs; and any British vessel and her cargo trading to the ports of Lubec, Bremen, or Hamburgh, directly or in succession, shall, for the like purpose, be on the footing of a Hanseatic vessel and her cargo making the same voyage.

7. *Duty on personal Property.*—It is further mutually agreed, that no higher or other duties shall be levied, in any or either of the states of the High Contracting Parties, upon any personal property of the subjects and citizens of each, respectively, on the removal of the same from the dominions or territory of such states (either upon inheritance of such property or otherwise) than are or shall be payable, in each state, upon the like property, when removed by a subject or citizen of such state respectively.

8. *Additional Stipulations.*—The High Contracting Parties reserve to themselves to enter upon additional stipulations for the purpose of facilitating and extending even beyond what is comprehended in the convention of this date the commercial relations of their respective subjects and dominions, citizens and territories, upon the principle either of reciprocal or equivalent advantages, as the case may be; and, in the event of any article or articles being concluded between the said High Contracting Parties, for giving effect to such stipulations, it is hereby agreed that the article or articles, which may hereafter be so concluded, shall be considered as forming part of the present convention.

9. *Duration of Convention.*—The present convention shall be in force for the term of ten years from the date hereof; and further, until the end of twelve months after the King of the United Kingdom of Great Britain and Ireland, on the one part, or the Governments of the Free Hanseatic Republics of Lubec, Bremen, or Hamburgh, or either of them, on the other part, shall have given notice of their intention to terminate the same; each of the said High Contracting Parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years; and it is hereby agreed between them, that, at the expiration of twelve months after such notice shall have been received by either of the parties from the other, this convention and all the provisions thereof, shall altogether cease, as far as regards the states giving and receiving such notice; it being always understood and agreed, that if one or more of the Hanseatic Republics aforesaid shall, at the expiration of ten years from the date hereof, give or receive notice of the proposed termination of this convention, such convention shall nevertheless remain in full force and operation, as far as regards the remaining Hanseatic republics or republic which may not have given or received such notice.

10. *Ratification.*—The present convention shall be ratified, and the ratification shall be exchanged at London within one month from the date hereof, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London the twenty-ninth day of September, in the year of our Lord one thousand eight hundred and twenty-five.

GEORGE CANNING.
W. HUSKISSON.
JAMES COLQUHOUN.

S U P P L E M E N T .

1828.

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SUPPLEMENT.

GENERAL REGULATIONS

AS TO

NAVIGATION AND COMMERCE.

Ships built in Honduras. Under the regulations of the act 6 Geo. 4. c. 109. § 14 [page 3], such ships as are therein-mentioned, shall be entitled to the privileges of British registered ships, in all *direct* trade between any of the British Possessions in America and the said settlements. 9 Geo. 4. c. 76. § 8.

DUTIES, DRAWBACKS, AND BOUNTIES.

Return of Duty. From 5th January, 1829, no overcharge of duty of customs shall be returned, nor shall any certificate or other document granted for the return of any such overcharge be paid, unless such certificate or other document be presented for payment within three years from the day on which such duty had been paid. [See page 341*.] 9 Geo. 4. c. 76. § 6.

Instead of the duties imposed by 6 Geo. 4. c. 111. [pages 23—240], upon the several articles mentioned herein, the several duties following shall be paid. § 10.

IMPORTS.

ALKALI imported from any place within the limits of the East India Company's charter, *viz.*

—————	any article containing Soda or Mineral Alkali, whereof Mineral Alkali is the most valuable part, (such Alkali not being otherwise particularly charged with Duty)			
—————	if not containing a greater proportion of Mineral Alkali than 20 per cent.		£	s. d.
....	to the 6th of January, 1829, the ton, Duty	8	10	0
....	from the 5th of January, 1829, to the 6th of January, 1830, the ton Duty	6	10	0
....	from and after the 5th of January, 1830, the ton Duty	5	0	0
—————	if containing more than 20 per cent. and not more than 25 per cent. of Mineral Alkali.			
....	to the 6th of January, 1829, the ton, Duty	11	5	0
....	from the 5th of January, 1829, to the 6th of January, 1830, the ton Duty	8	12	0
....	from and after the 5th of January, 1830, the ton Duty	6	12	0

CAB

	£	s.	d.
ALKALI, if containing more than 25 per cent. and not more than 30 per cent. of Mineral Alkali,			
.... to the 6th of January, 1829, the ton, Duty	14	10	0
.... from the 5th of January, 1829, to the 6th of January, 1830, the ton Duty	11	0	0
.... from and after the 5th of January, 1830, the ton Duty	8	10	0
———— if containing more than 30 per cent. and not more than 40 per cent. of Mineral Alkali.			
.... to the 6th of January, 1829, the ton, Duty	18	10	0
.... from the 5th of January, 1829, to the 6th of January, 1830, the ton Duty	14	0	0
.... from and after the 5th of January, 1830, the ton Duty	11	0	0
———— if containing more than 40 per cent. of Mineral Alkali,			
.... to the 6th of January, 1829, the ton, Duty	22	6	8
.... from the 5th of January, 1829, to the 6th of January, 1830, the ton Duty	17	0	0
.... from and after the 5th of January, 1830, the ton Duty	13	0	0

BAGGAGE.

By order of the Board of Customs, dated July 15th, 1828, it is stated, that applications having been made by passengers arriving from the continent for the delivery, *free of duty*, of certain articles, such as silk vestments for religious purposes, foreign religious books, professional instruments, and other articles, upon the grounds of the same being intended for purposes of religion, for private or professional use, or having been previously in constant use by the parties, the Board will not in future comply with applications of this nature; unless in regard to any trifling article which may be clearly shown to the Board's satisfaction to be necessary to enable the party to follow any particular profession, such as a flute or violin, or musical or surgical instruments, and that the article is *bonâ fide* the property, and has been in the constant use of the party in the ordinary exercise of his profession.

BOOKS, Religious. See Baggage above.

BOTTLES, of green or common glass, full, but not containing wine or spirits, computing all bottles of not greater content than half a pint, as of the content of half a pint; and all bottles of greater content than half a pint, and not of greater content than a pint or a reputed pint, as of the content of a pint or of a reputed pint, *viz.*

———— imported from any foreign place, the dozen quarts content Duty 0 2 0

———— imported from any British possession, and although containing wine or spirits, the dozen quarts content Duty 0 1 0

BUGLES, the lb. Duty 0 2 0

CABLES. So much of the act of 6 Geo. 4. c. 111, as extends to charge any duty of importation

upon

CORN.

CABLES, *continued.*

upon cables, not being iron cables, or upon cordage, or upon sails respectively, in use of any British ship, being fit and necessary for such ship, and in the actual use of the same, and not otherwise disposed of, is *repealed*; and whenever such cables, cordage, or sails shall be otherwise disposed of then, in lieu of the duty now payable on the same respectively, there shall be paid £100 value

[9 Geo. 4. c. 76. § 12.] Duty 20 0 0

CARDS. See WAREHOUSING in this Supplement.

CASTOR NUTS or Seeds, imported from any British Possession, the cwt. Duty 0 0 6

CASTOR OIL, imported from any British Possession, the lb. Duty 0 0 3

CEDAR WOOD, imported from any British Possession, the ton Duty 0 10 0

CLOCKS. It shall not be lawful to import any clock nor any watch impressed with any mark or stamp appearing to be or to represent any legal British assay mark or stamp, or purporting by any mark or appearance to be of the manufacture of the United Kingdom, or not having the name and place of abode of some foreign maker abroad visible on the frame and also on the face, or not being in a complete state with all the parts properly fixed in the case; and that such prohibition shall be complied with and enforced in like manner as if the same were set forth in the act 6 Geo. 4. c. 107. [pages 17—20.] 9 Geo. 4. c. 76. § 4.

COCOA AND COFFEE. *Permits.* So much of any act as relates to the requiring of permits for the removal of Coffee or Cocoa is *repealed*. 9 Geo. 4. c. 44. § 5.

COIR ROPE. See Rope.

COPPER. By Treasury Letter, dated 21st Dec. 1827, authority is given to allow old copper sheathing to be delivered *Duty free*, upon the proof that the said sheathing is of British manufacture, *viz.* by requiring the party who may claim remission of duty on old copper sheathing as British to state the time when, and the British port where, the vessel was last sheathed, to produce the tradesmen's bills and receipts for the sheathing, or other satisfactory proof of the fact, and to make oath that the copper stripped from the vessel, and upon which the remission of duty is claimed, is the identical copper with which she had been so sheathed, such copper to be then delivered duty free to the British copper manufacturer, by whom the vessel is to be re-coppered in this country.

CORDAGE. See Cables.

CORN. *Warehousing.* All corn, grain, meal or flour, or other ground corn, to be warehoused under the regulations of the General Warehousing Act. [See WAREHOUSING in this Supplement.] 9 Geo. 4. c. 76. § 16.

Isle of Man. From May 13, 1828, and until the end of the present session of Parliament, the importation of foreign wheat into the Isle of Man shall be prohibited; and such prohibition shall be enforced and obeyed in like manner as if the same were contained in the act 6 Geo. 4. c. 115. [p. 465.*] 9 Geo. 4. c. 20. § 1.

Duty.

CORN.

Duty. From May 13, 1828, and until the end of the present session of Parliament, there shall be paid a duty of five shillings for every hundred weight of meal or flour made of foreign wheat imported into the United Kingdom from the Isle of Man.

Former Acts Repealed. The acts 55 Geo. 3. c. 26. [page 112.] 3 Geo. 4. c. 60. [page 114.*] 7 & 8 Geo. 4. c. 58. [page 98.*] are repealed. Provided nevertheless, that all acts, or parts of acts, which by virtue of the above mentioned acts, or either of them, were repealed, shall still be deemed to be and remain repealed: provided also, that all actions, suits, and prosecutions, now depending or hereafter to be brought for any breach or non-performance of any of the provisions of the said acts, or for the recovery of any duties or sums of money payable under the same, shall and may be proceeded with, as fully and effectually as if this present act had not been made. 9 Geo. 4. c. 60. § 1.

Former Duties on Buck Wheat and Indian Corn. So much of the act 6 Geo. 4. c. 111. [pages 43.] as imposes duties on the importation of buck wheat and Indian corn, is repealed. § 2.

Corn may be Imported on Payment of Duties. There shall be paid to His Majesty, upon all corn, grain, meal, or flour entered for home consumption in the United Kingdom from parts beyond the seas, the several duties following; and the said duties shall be raised and paid in the same manner in all respects as the several duties of customs mentioned in the said act of 6 Geo. 4. c. 111. § 3.

Duty
the Quarter.

IMPORTED FROM ANY FOREIGN COUNTRY.

WHEAT. (a)

£. s. d.

According to the average price of Wheat, made up and published in manner required by law, viz.

Whenever such price shall be 62s. and under 63s. the quarter	1	4	8
63s. and under 64s.	1	3	8
64s. and under 65s.	1	2	8
65s. and under 66s.	1	1	8
66s. and under 67s.	1	0	8
67s. and under 68s.	0	18	8
68s. and under 69s.	0	16	8
69s. and under 70s.	0	13	8
70s. and under 71s.	0	10	8
71s. and under 72s.	0	6	8
72s. and under 73s.	0	2	8

Whenever such price shall be at or above 73s. the duty shall be for every quarter 0 1 0

Whenever such price shall be under 62s. and not under 61s. the duty shall be for every quarter 1 5 8

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 61s. such duty shall be increased by one shilling.

(a) As to Isle of Man, until the end of the next session of Parliament, see preceding page.

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BARLEY.

£ s. d.

Whenever the average price of Barley, made up and published in manner required by law, shall be 33s. and under 34s. the quarter, the duty shall be for every quarter 0 12 4

And in respect of every integral shilling by which such price shall be above 33s. such duty shall be decreased by 1s. 6d. until such price shall be 41s.

Whenever such price shall be at or above 41s. the duty shall be for every quarter 0 1 0

Whenever such price shall be under 33s. and not under 32s. the duty shall be for every quarter 0 13 10

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 32s. such duty shall be increased by 1s. 6d.

OATS.

Whenever the average price of Oats, made up and published in manner required by law, shall be 25s. and under 26s. the quarter, the duty shall be for every quarter 0 9 3

And in respect of every integral shilling by which such price shall be above 25s. such duty shall be decreased by 1s. 6d. until such price shall be 31s.

Whenever such price shall be at or above 31s. the duty shall be for every quarter 0 1 0

Whenever such price shall be under 25s. and not under 24s. the duty shall be for every quarter 0 10 9

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 24s. such duty shall be increased by 1s. 6d.

RYE, PEASE, AND BEANS.

Whenever the average price of Rye, or of Pease, or of Beans, made up and published in manner required by law, shall be 36s. and under 37s. the quarter, the duty shall be for every quarter 0 15 6

And in respect of every integral shilling by which such price shall be above 36s. such duty shall be decreased by 1s. 6d. until such price shall be 46s.

Whenever such price shall be at or above 46s. the duty shall be for every quarter 0 1 0

Whenever such price shall be under 36s. and not under 35s. the duty shall be for every quarter 0 16 9

And in respect of each integral shilling, or any part of each integral shilling, by which such price shall be under 35s. such duty shall be increased by 1s. 6d.

WHEAT MEAL AND FLOUR. (a)

For every Barrel, being 196 lb. duty equal in amount to the duty payable on 38½ half gallons of wheat.

(a) As to Isle of Man, until the end of the next session of Parliament, see page 763.

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OATMEAL.

For every quantity of $181\frac{1}{2}$ lb. a duty equal in amount to the duty payable on a quarter of Oats.

MAIZE OR INDIAN CORN, BUCK WHEAT, BEER OR BIGG.

For every quarter, a duty equal in amount to the duty payable on a quarter of Barley.

PRODUCE OF AND IMPORTED FROM ANY BRITISH POSSESSION IN NORTH AMERICA, OR ELSEWHERE OUT OF EUROPE.

WHEAT.

For every quarter	0	5	0
Until the price of British Wheat, made up and published in manner required by law, shall be 67s. per quarter.			
Whenever such price shall be at or above 67s. the duty shall be for every quarter	0	0	6

BARLEY.

For every quarter	0	2	6
Until the price of British Barley, made up and published in manner required by law, shall be 34s. per quarter.			
Whenever such price shall be at or above 34s. the duty shall be for every quarter	0	0	6

OATS.

For every quarter	0	2	0
Until the price of British Oats, made up and published in manner required by law, shall be 25s. per quarter.			
Whenever such price shall be at or above 25s. the duty shall be for every quarter ..	0	0	6

RYE, PEASE, AND BEANS.

For every quarter	0	3	0
Until the price of British Rye, or of Pease, or of Beans, made up and published in manner required by law, shall be 41s.			
Whenever such price shall be at or above 41s. the duty shall be for every quarter	0	0	6

WHEAT MEAL AND FLOUR.

For every Barrel, being 196 lb. a duty equal in amount to the duty payable on $38\frac{1}{2}$ gallons of wheat.

OATMEAL.

For every quantity of $181\frac{1}{2}$ lb. a duty equal in amount to the duty payable on a quarter of Oats.

MAIZE OR INDIAN CORN, BUCK WHEAT, BEER, OR BIGG.

For every quarter, a duty equal in amount to the duty payable on a quarter of Barley.

Declaration

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Declaration and Certificate as to Produce of British Possessions. No corn, grain, meal, or flour, shall be shipped from any port in any British possession out of Europe, as being the produce of any such possession, until the owner or proprietor or shipper thereof shall have made and subscribed, before the collector or other chief officer of customs at the port of shipment, a declaration in writing, specifying the quantity of each sort of such corn, grain, meal, or flour, and that the same was the produce of some British possession out of Europe to be named in such declaration, nor until such owner or proprietor or shipper, shall have obtained from the collector or other chief officer of customs at the said port a certificate, under his signature, of the quantity of corn, grain, meal, or flour, so declared to be shipped; and before any corn, grain, meal, or flour, shall be entered at any place in the United Kingdom, as being the produce of any British possession out of Europe, the master of the ship importing the same shall produce and deliver to the collector or other chief officer of customs of the place of importation a copy of such declaration, certified to be a true and accurate copy thereof under the hand of the collector and other chief officer of customs at the port of shipment before whom the same was made, together with the certificate, signed by the said collector or other chief officer of customs, of the quantity of corn so declared to be shipped; and such master shall also make and subscribe, before the collector or other chief officer of customs at the place of importation, a declaration in writing, that the several quantities of corn, grain, meal, or flour, on board such ship, and proposed to be entered under the authority of such declaration, are the same that were mentioned and referred to in the declaration and certificate produced by him, without any admixture or addition; and if any person shall, in any such declaration, wilfully and corruptly make any false statement respecting the place of which any such corn, grain, meal, or flour, was the produce, or respecting the identity of any such corn, grain, meal, or flour, such person shall forfeit and become liable to pay to His Majesty £100, and the corn, grain, meal, or flour, to such person belonging, on board any such ship, shall also be forfeited. § 4.

Malt or Ground Corn. It shall not be lawful to import, from parts beyond the seas into the United Kingdom, for consumption there, any malt, or to import, for consumption, into Great Britain, any corn ground, except wheat meal, wheat flour, and oatmeal; or to import, for consumption, any corn ground into Ireland; and if any such article be imported contrary to the provisions aforesaid, the same shall be forfeited. § 5.

Accounts to be published in the Gazette. The commissioners of customs shall, once in each calendar month, cause to be published in the London Gazette an account of the total quantity of each sort of the corn, grain, meal, and flour respectively, which shall have been imported into the United Kingdom; and also an account of the total quantity of each sort of the corn, grain, meal, and flour respectively, upon which the duties of importation shall have been paid in the United Kingdom during the calendar month next preceding; together with an account of the total quantity of each sort of the said corn, grain, meal, and flour respectively remaining in warehouse at the end of such next preceding calendar month. § 6.

Foreign States subjecting British Vessels, Goods, &c. to higher Duties than

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than those of other Countries. If it be made to appear to His Majesty in Council that any foreign state or power hath subjected British vessels, at any port within the dominions of such state or power, to any other or higher duties or charges whatever than are levied on national vessels at any such port, or hath subjected, at any such port, goods the growth, produce, or manufacture of any of His Majesty's dominions, when imported from any of such dominions in British vessels, to any other or higher duties or charges whatever than are levied on such or the like goods, of whatever growth, produce, or manufacture, when so imported in national vessels, or hath subjected, at any place within the dominions of such foreign state or power, any article of the growth, produce, or manufacture of His Majesty's dominions, when imported from any of such dominions in British vessels or in national vessels, to any duties or charges which would not be payable on the like article being of the growth, produce, or manufacture of any other country, and imported from such other country in national vessels; or that any such foreign state or power hath granted any bounties, drawbacks, or allowances upon the exportation from any place within the dominions thereof of any articles the growth, produce, or manufacture of the dominions of any other foreign state or power, which hath not also been granted upon the exportation from such place of such or the like articles, being the growth, produce, or manufacture of His Majesty's dominions; then it shall be lawful for His Majesty, by any order to be by him made, with the advice of his Privy Council, to prohibit the importation of all or of any sort of corn, grain, meal, or flour, from the dominions of any such foreign state or power; and it shall also be lawful for His Majesty from time to time, with the advice of his Privy Council, to revoke and to renew any such order, as there shall be occasion. § 7.

Returns of Purchases and Sales. Inspector. Weekly returns of the purchases and sales of British corn shall be made in the manner hereinafter directed, in the following cities and towns; *viz.* London, Uxbridge, Hertford, Royston, Chelmsford, Colchester, Rumford, Maidstone, Canterbury, Dartford, Chichester, Guildford, Lewes, Rye, Bedford, Windsor, Aylesbury, Ipswich, Woodbridge, Sudbury, Huntingdon, Hadleigh, Stowmarket, Bury Saint Edmunds, Beccles, Bungay, Lowestoft, Cambridge, Ely, Wisbeach, Norwich, Yarmouth, Lynn, Thetford, Watton, Diss, East Dereham, Harleston, Holt, Aylesham, Fakenham, North Walsham, Lincoln, Gainsborough, Glanford Bridge, Lowth, Boston, Sleaford, Stamford, Spalding, Derby, Northampton, Leicester, Nottingham, Worcester, Coventry, Reading, Oxford, Wakefield, Warminster, Birmingham, Leeds, Newark, York, Bridlington, Beverley, Howden, Sheffield, Hull, Whitby, New Malton, Durham, Stockton, Darlington, Sunderland, Barnard Castle, Walsingham, Bedford, Hexham, Newcastle-upon-Tyne, Morpeth, Alnwick, Berwick-upon-Tweed, Carlisle, Whitehaven, Cockermouth, Penrith, Egremont, Appleby, Kirkby-in-Kendal, Liverpool, Ulverston, Lancaster, Preston, Wigan, Warrington, Manchester, Bolton, Chester, Nantwich, Middlewich, Four Lane Ends, Denbigh, Wrexham, Carnarvon, Haverford West, Carmarthen, Cardiff, Gloucester, Cirencester, Tetbury, Stow-on-the-Wold, Tewkesbury, Bristol, Taunton, Wells, Bridgewater, Frome, Chard, Monmouth, Abergavenny, Chepstow, Pont-y-pool, Exeter, Barnstaple, Plymouth, Totness, Tavistock, Kingsbridge, Truro, Bodmin, Launceston, Redruth, Helstone, Saint

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Saint Austel, Blandford, Bridport, Dorchester, Sherbourne, Shaston, Wareham, Winchester, Andover, Basingstoke, Fareham, Havant, Newport, Ringwood, Southampton, and Portsmouth: and for the purpose of duly collecting and transmitting such weekly returns as aforesaid, there shall be appointed in each of the said cities and towns, in manner herein-after directed, a fit and proper person to be Inspector of corn returns. § 8.

Appointing Comptroller of Corn Returns. It shall be lawful for His Majesty to appoint a fit person to be comptroller of corn returns, for the purposes herein-after mentioned, and to grant to such comptroller such salary and allowances as to His Majesty shall seem meet: provided always, that such person shall be appointed to and shall hold such his office during His Majesty's pleasure, and not otherwise; and shall at all times conform to and obey such lawful instructions touching the execution of the duties of such his office, as shall from time to time be given to him by the Lords of the Committee of Privy Council appointed for the consideration of all matters relating to trade and foreign plantations. § 9.

Comptroller's Oath. The comptroller of corn returns before he enters on the execution of such his office shall, before some or one of the Barons of His Majesty's Court of Exchequer at Westminster, or before one of the masters in ordinary of the High Court of Chancery, take and subscribe an oath in the following words:

"I, A. B. do swear, That I will, to the best of my skill and knowledge, execute the office of Comptroller of corn returns, according to the provisions of an act passed in the 9th year of the reign of His Majesty King Geo. IV. intituled [*here set forth the Title of this Act*]. So help me God." § 10.

Absence or Illness of Comptroller. The comptroller of corn returns shall at all times execute the duties of such his office in person, and not by deputy; but it shall be lawful for His Majesty to appoint a fit person, who shall act as deputy comptroller of corn returns, in case of the sickness or other incapacity of the comptroller, or in case the comptroller should, with the permission of the Lords of the Committee of Privy Council, be absent from the duties of such his office; and all the powers hereby vested in the comptroller of corn returns, and all the things hereby directed to be done by him, shall be vested in, and may be done by, any such deputy during the continuance of any such sickness, incapacity, or absence; and such deputy shall hold such his office during His Majesty's pleasure, and not otherwise, and shall receive and be paid such salary and allowances as to His Majesty shall seem meet. § 11.

Comptroller's Letters free from Postage. It shall be lawful for the comptroller of corn returns to send by the post to any part of the United Kingdom, and to receive by the post from any place whatever, any letters or packets relating exclusively to the duties of such his office, free from all duties of postage, provided that the words "*On His Majesty's service*" be written or printed on the outside of each of the said letters or packets so sent by the said comptroller, and that such words be subscribed with the name of the comptroller in his handwriting; and also provided, that it shall be lawful for His Majesty's Postmaster General, or for his secretary or other officer authorized by him in that behalf

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behalf, to examine and search all such letters and packets, and to charge against the persons sending the same treble postage on any letter or packet which may be so sent to or by the comptroller contrary to this act. § 12.

Appointing Inspector of Corn Returns for London. The Lord Mayor and Aldermen of the city of London, at a court to be holden for that purpose, and they, or the majority of them, present at such court, are hereby authorized and required to nominate and appoint some fit person to be inspector of corn returns for the city of London; and it shall be lawful for the said Lord Mayor and Aldermen from time to time, as occasion may require, upon any misbehaviour or neglect of duty of any such inspector, to remove him from such his office by any order to be by them made at a court to be specially convened and holden for that purpose; and upon the death, resignation, permanent incapacity, or removal of any such inspector of corn returns, the Lord Mayor and Aldermen, at a court to be holden for that purpose, they or a majority of them present at any such court are hereby authorized and required, to nominate and appoint some fit person to succeed to the said office. § 13.

Inspector not to execute Office by Deputy, except in certain Cases. The said inspector of corn returns for the city of London shall at all times execute the duties of such his office in person, and not by deputy; but in case of the sickness or other temporary incapacity of the inspector, it shall be lawful for the Lord Mayor and Aldermen of the city of London to appoint some fit person to act as the deputy of the inspector, during the continuance of any such sickness or incapacity, and no longer; and all the powers hereby vested in the inspector of corn returns, and all things hereby directed to be done by him, shall be vested in, and be done by, any such deputy, during the continuance of such his appointment. § 14.

Who not eligible for Inspectors—Inspectors trading. No person shall be eligible or shall be appointed to the office of inspector or deputy inspector of corn returns for the city of London, who, within six months next preceding the time of any such appointment, shall have been engaged in trade or business as a miller, malster, or corn factor, or who during that period shall, as a merchant, clerk, agent, or otherwise, have bought corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof; and if any inspector or deputy inspector of corn returns for the city of London shall, during his continuance in such his office, engage in trade or business as a miller, maltster, or corn factor, or shall, as a merchant, clerk, agent, or otherwise, buy corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof, he shall in manner aforesaid be removed from such his office, and from and after the time of such removal shall become incapable of acting as inspector of corn returns under this act. § 15.

Oath of Inspector. Every inspector or deputy inspector of corn returns for the city of London shall, within one week after such his nomination and appointment, take and subscribe, before the Lord Mayor or one of the Aldermen of the city of London, an oath, which oath the Lord Mayor or Alderman is hereby authorized and required to administer, in the following words, *viz.*

“ I, A. B. do swear, That I will at all times, as Inspector of corn returns for the

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the city of London, [*or, as Deputy Inspector of corn returns for the city of London, as the case may be,*] make due and true returns to the Comptroller of corn returns appointed by virtue of an act passed in the 9th year of the reign of King Geo. IV. intituled [*here set forth the Title of this Act*]; and that I will in all things, to the best of my skill and judgment, conform myself to the directions of the said act. So help me God." § 16.

Enrolling of appointment of Inspector. Every nomination and appointment, so to be made of any inspector of corn returns for the city of London, shall be enrolled at the next sessions of the peace to be holden in and for the said city, together with a certificate of the oath aforesaid having been taken, such certificate being signed by the Lord Mayor or Aldermen before whom such oath shall have been so taken; and the enrolment, or a copy thereof, certified under the hand of the clerk of the peace for the city to be a true copy, shall be and be deemed to be good and conclusive evidence of any such appointment having been duly made. § 17.

Dealers in London to deliver a Declaration. Every person who shall carry on trade or business in the city of London, or within five miles from the Royal Exchange in the said city, as a corn factor, or as an agent employed in the sale of British corn, and every person who shall sell any British corn within the present Corn Exchange in Mark-lane in the said city, or within any other building or place which now is or may hereafter be used within the city of London, or within five miles from the Royal Exchange in the said city, for such purposes for which the Corn Exchange in Mark-lane hath been and is used, shall, before he shall carry on trade or business, or sell any corn in manner aforesaid, make and deliver to the Lord Mayor, or one of the Aldermen of the city of London, a declaration in the following words, *viz.*

"I A. B. do declare, that the returns to be by me made, conformably to an act passed in the ninth year of the reign of King George the Fourth, intituled [*here set forth the title of this act*], of the quantities and prices of British corn which henceforth shall be by or for me sold or delivered, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the corn *bona fide* sold and delivered by or for me within the periods to which such returns respectively shall refer, with the prices of such corn, and the names of the buyers respectively, and of the persons for whom such corn shall have been sold by me respectively; and to the best of my judgment the said return shall in all respects be conformable to the provisions of the said act.

Lord Mayor, &c to deliver Certificate. Which declaration shall be in writing, and shall be subscribed with the hand of the person so making the same; and the Lord Mayor or such Alderman shall deliver a certificate thereof, under his hand, to the inspector of corn returns for the city of London, to be by him registered in a book to be by him provided and kept for that purpose. § 18.

Dealers to make Returns to Inspector. Every such corn factor and other person who is herein-before required to make and who shall have made such declaration is hereby required to return or cause to be returned, on Wednesday in each week, to the inspector of corn returns for the city of London, an account in writing, signed with his own name, or the name of his agent duly authorized in that behalf, of the quantities of each sort of British corn by him sold during the week ending on
and

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and including the next preceding Tuesday, with the prices thereof, and the amount of every parcel, with the total quantity and value of each sort of corn, and by what measure or weight the same was sold, and the names of the buyers thereof, and of the persons for whom such corn was sold; and it shall be lawful for any such inspector to deliver to any person making or tendering any such returns a notice in writing, requiring him to declare therein where and by whom and in what manner any such British corn was delivered to the purchasers thereof; and every person to whom any such notice shall be so delivered shall comply therewith, and declare in such his return the several particulars aforesaid. § 19.

How Justices of Peace to appoint Corn Inspectors. The Justices of the Peace for the several counties, ridings, or divisions thereof, in which the several cities and towns herein-before enumerated are situate, other than and except the city of London, are required, at some quarter-sessions held within or nearest to each of the said several cities and towns, to appoint some fit person, residing within or near each of the said cities and towns, to be the inspector of corn returns for such city or town, and from time to time, as occasion may require, upon the death, resignation, or removal of any such inspector, to appoint a fit person to succeed to such his office; and it shall be lawful for the said Justices of the Peace, by any order to be by them made for that purpose at any such quarter-sessions, or at any adjournment thereof, upon any misbehaviour or neglect of duty of any such inspector of corn returns, or for any other good and sufficient cause to them appearing, to remove from such his office any such officer; and in case of the sickness, absence, or temporary incapacity of any such inspector, it shall be lawful for any two or more of the said Justices, at any petty sessions of the peace to be holden at such city or town, or within the county, riding or division thereof, in which the same is situate, to nominate and appoint a fit and proper person to act as and be inspector of corn returns for such city or town, until the next general quarter sessions of the peace to be holden as aforesaid, and no longer. § 20.

Mayor and Justices to exercise Powers. Oxford and Cambridge. Within each of the cities and towns aforesaid, (other than the cities of London and Oxford, and town of Cambridge,) being a county of itself, or having an exempt jurisdiction, and not contributing to the rates of the county, riding or division in which the same is situate, the mayor or other chief officer, and the Justices of the Peace assembled at the general quarter sessions of any such city or town, or at any adjournment thereof, shall have and exercise all the powers hereinbefore vested in the Justices of the Peace for the several counties, and ridings or divisions thereof as aforesaid, assembled at their general quarter sessions; and such mayor or other chief officer shall, within such last-mentioned cities and towns, have and exercise the powers herein-before vested in the Justices of the Peace for the said several and respective counties, ridings or divisions thereof, assembled at any petty sessions; and within the city of Oxford and the town of Cambridge, all the powers and authorities aforesaid are hereby vested in the Chancellors, Masters, and Scholars, and their successors, of the universities of Oxford and Cambridge respectively, who are hereby required to exercise respectively, all such powers

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powers and authorities within the said city of Oxford and town of Cambridge respectively. § 21.

Inspectors engaged in Business as Corn Dealers. No person shall be eligible or shall be appointed to the office of Inspector of corn returns under this act, for any of the cities and towns aforesaid, who, within twelve calendar months next preceding the time of any such appointment, hath been engaged in trade or business as a miller, maltster, or cornfactor, or who during that period hath, as a merchant, clerk, agent, or otherwise, bought corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof; and if any person, who shall in manner aforesaid be nominated and appointed to be the Inspector of corn returns for any such city or town, shall, during his continuance in such office, engage in trade or business as a miller, maltster, or corn factor, or shall, as a merchant, clerk, agent, or otherwise, buy corn for sale, or for the sale of meal, flour, malt, or bread made or to be made thereof, he shall in manner aforesaid be removed from such his office, and from and after the time of such removal shall become incapable of acting as an Inspector of corn returns under this act. § 22.

Inspector's Oath. § 23. Every person so appointed Inspector of corn returns for any city or town, other than the city of London, shall, before he enters on the discharge of the duties of such his office, take and subscribe before some one justice of the peace for the county, riding, division, city, or town within which he shall reside, the oath, or being one of the people called Quakers, the affirmation following, (which oath or affirmation all such Justices are hereby required to administer); that is to say,

“ I, A. B., do swear [or affirm], that I will at all times, as Inspector of corn returns for the city [or town] of _____ make due and true returns to the Comptroller of corn returns appointed by virtue of an act passed in the ninth year of the reign of King George the Fourth, intituled [*here set forth the title of this act*], of the quantities and prices of British corn in the said city [or town] of _____ according to the accounts to be delivered to me in pursuance of the said act; and that I will in all things, to the best of my skill and judgment, conform myself to the directions of the said act.”

Appointments of Inspectors to be enrolled. Every nomination and appointment, so to be made, of any Inspector of corn returns for any of the cities and towns aforesaid, other than the city of London, shall be enrolled at some sessions of the peace to be holden in such cities and towns respectively, or in the respective counties, ridings or divisions thereof, in which such towns are situate, or at some adjournment of such sessions, together with a certificate of the oath having been taken by such Inspector, such certificate being signed by the justice of the peace before whom such oath shall have been so taken; and the enrolment, or a copy thereof, certified under the hand of the clerk of the peace for any such city or town, county, riding, or division, shall for all intents and purposes be deemed to be good and conclusive evidence of any such appointment having been duly made. § 24.

Declaration of Dealers in Corn in Cities and Towns. Every person who shall deal in British corn at or within any such city or town; or who shall at or within any such city or town, engage in or carry on the trade or business of corn factor, miller, maltster, brewer,

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or distiller, or who shall be the owner or proprietor, or part owner or proprietor, of any stage coaches, waggons, carts, or other carriages carrying goods or passengers for hire to and from any such city or town, and every person who, as a merchant, clerk, agent, or otherwise, shall purchase at any such city or town any British corn *for sale*, or for the sale of meal, flour, malt, or bread made or to be made thereof, shall, before he shall so deal in British corn at any such city or town, or shall engage in or carry on any such trade or business, or shall purchase any British corn for any such purpose, at or within any such city or town, make and deliver, in manner hereinafter mentioned, a declaration in the following words, *viz.*

“I, *A. B.*, do declare, that the returns to be by me made conformably to the act passed in the ninth year of the reign of King George the Fourth, intituled [*here set forth the title of this act*], of the quantities and prices of British corn which henceforward shall by or for me be bought, shall, to the best of my knowledge and belief, contain the whole quantity, and no more, of the British corn *bonâ fide* bought for or by me within the periods to which such returns respectively shall refer, with the prices of such corn, and the names of the sellers respectively; and to the best of my judgment the said returns shall in all respects be conformable to the provisions of the said act.”

Which declaration shall be in writing, and shall be subscribed with the hand of the person so making the same, and shall by him, or by his agent, be delivered to the mayor or chief magistrate, or to some justice of the peace for such city or town, or for the county, riding, or division in which the same is situate, who are hereby required to deliver a certificate thereof to the Inspector of corn returns for any such city or town, to be by him registered in a book to be by him provided and kept for that purpose. § 25.

Inspectors to require Declaration from Corn Dealers. It shall be lawful for any Inspector of corn returns for the city of London, or for any such other city or town, to serve upon and deliver to any person buying or selling corn in any such city or town, and who is not within the terms and meaning of this act specially required to make any such declaration, a notice in writing under the hand of such Inspector, requiring him to make such declaration; and any person upon whom such notice shall be served he is hereby required to comply with such notice and to make such declaration in such manner in all respects as if he had been specially required to make the same by the express provisions of this act. § 26.

Corn Dealers to make Returns to Corn Inspectors. All persons who are hereinbefore required to make and who shall have made such declaration, are hereby required, on the first market day which shall be holden in every week within each such city or town at or within which they shall respectively deal in corn, or engage in or carry on such trade or business, or purchase any corn for any such purpose, to return or cause to be returned, to the Inspector of corn returns for such city or town, an account in writing, signed with their names respectively, of the amount of every parcel of each sort of British corn so by them respectively brought during the week ending on and including the day next preceding such first market day, with the price thereof, and by what weight or measure the same was so bought by them, with the names

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names of the sellers of each of the parcels respectively, with the names of the persons, if any other than the person making such return, for whom the same was so bought and sold; and it shall be lawful for any such Inspector of corn returns to deliver to any person making or tendering any such return, a notice in writing, requiring him or her to declare and set forth therein where and by whom and in what manner any such British corn was delivered to him; and every person to whom any such notice shall be so delivered is hereby required to comply therewith, and to declare and set forth in such his return, or in a separate statement in writing, the several particulars aforesaid. § 27.

Certain Sales not to be included in Returns. No Inspector of corn returns in the city of London, nor in any of the towns aforesaid, shall include, in the return so to be made by them to the Comptroller of corn returns, any account of sales or purchases of corn, unless such Inspector shall have received satisfactory proof that the persons tendering such account have made the declaration hereinbefore required, and delivered the same to the mayor or chief magistrate or to some justice of the peace of the city or town for which such Inspector shall be so appointed to act, or to some justice of the peace for the county, riding, or division in which such city or town is situate. § 28.

Returns to be entered in a Book, and Account of Quantities and Prices to be transmitted Weekly. Every such Inspector for the city of London, and for the several other cities and towns aforesaid, shall duly and regularly enter, in a book to be by him provided and kept for that purpose, the several accounts of the quantities and prices of corn returned to him by such persons respectively as aforesaid; and every such Inspector of corn returns for the city of London, and for the several other cities and towns aforesaid, shall in each and every week return to the Comptroller of corn returns an account of the weekly quantities and prices of the several sorts of British corn sold in the city or town for which he is appointed Inspector, according to the returns so made to him, and in such form as shall be from time to time directed by the Comptroller of corn returns; and the returns shall be so made to the Comptroller by the Inspector for the city of London on Friday in each week, and by the Inspector of corn returns for the several other cities and towns within three days next after the first market day holden in every week in any such city or town. § 29.

How Average Prices to be made up and published. The average prices of British corn, by which the rate and amount of the duties shall be regulated shall be made up and computed on Thursday in every week in manner following; viz. the Comptroller of corn returns shall on such Thursday in each week, from the returns received by him during the week next preceding, ending on and including the Saturday in such preceding week, add together the total quantities of each sort of British corn appearing by such returns to have been sold, and the total prices for which the same shall thereby appear to have been sold, and shall divide the amount of such total prices respectively by the amount of such total quantities of each sort of British corn, and the sum produced thereby shall be added to the sums in like manner produced in the five weeks immediately preceding the same, and the amount of such sums so added shall be divided by six, and the sum thereby given shall be deemed to be the aggregate average price of each such sort of British corn, for the

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purpose of regulating and ascertaining the rate and amount of the duties; and the Comptroller of corn returns shall cause such aggregate weekly averages to be published in the next succeeding Gazette, and shall on Thursday in each week transmit a certificate of such aggregate average prices of each sort of British corn to the Collector or other chief officer of customs at each of the several ports of the United Kingdom; and the rate and amount of the duties to be paid under the provisions of this act shall from time to time be regulated and governed at each of the ports of the United Kingdom respectively by the aggregate average prices of British corn at the time of the entry for home consumption of any corn, grain, meal, or flour chargeable with any such duty, as such aggregate average prices shall appear and be stated in the last of such certificates which shall have been received by the Collector or other chief officer of customs at such port. § 30.

How Quantities of Corn to be computed. In the returns so to be made to the Comptroller of corn returns, and in the publications so to be made from time to time in the London Gazette, and in the certificate so to be transmitted by the Comptroller of corn returns to such Collectors or other chief officers of customs, the quantities of each sort of British corn shall be computed and set forth by, according, and with reference to the imperial standard gallon, as the same is established by the acts 5 Geo. 4. c. 74. [page xlii], and 6 Geo. 4. c. 12. [page xlv.] § 31.

Sufficient Returns not Received. Until a sufficient number of weekly returns shall have been received by the Comptroller of corn returns under this act, to afford such aggregate average prices of British corn, the weekly average prices of British corn published by him immediately before the passing of this act shall by him be used and referred to in making such calculations, in the same manner as if the same had been made up and taken under this act. § 32.

What deemed British Corn. All corn or grain, the produce of the United Kingdom, shall be deemed to be British corn for the purposes of this act. § 33.

Provisions as to Weekly Returns for any Town in the United Kingdom. For the purpose of ascertaining the average price of corn and grain sold within the United Kingdom of Great Britain and Ireland, it shall be lawful for His Majesty, by any order to be by him made, with the advice of his Privy Council, to direct that the provisions of this act, so far as regards the appointment of Inspectors and the making of weekly returns, shall be applicable to any cities or towns within the United Kingdom of Great Britain and Ireland which shall be named in any such order: provided always, that the returns so received from such towns shall not be admitted into the averages made up for the purpose of regulating the duties payable upon foreign corn, grain, meal, or flour. § 34.

Present Comptrollers and Inspectors of corn returns to continue in office. § 35.

Returns suspected to be Untrue. If the Comptroller of corn returns shall at any time see cause to believe that any return so to be made to any such Inspector for the city of London, or for any other such city or town, is fraudulent or untrue, the Comptroller is hereby required, with all convenient expedition, to lay before the Lords of the Committee of Privy

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Privy Council a statement of the grounds of such his belief; and if, upon consideration of any such statement, the Lords of the said Committee shall direct the Comptroller to omit any such return in the computation of such aggregate weekly average price as aforesaid, then but not otherwise, the Comptroller of corn returns is hereby authorized to omit any such return in the computation of such aggregate weekly average price. § 36.

Corn Dealer's Declaration previous to this Act. Any corn factor, dealer, or other person, who at or previously to the time when this present act shall come into operation shall have made the declaration required of him in and by the act 7 and 8 Geo. 4. c. 58. [page 98*.] is hereby required forthwith to make all such returns to such several Inspectors of corn returns as aforesaid, and to do all such things, and to comply with and observe all such regulations, as are hereby directed in regard to persons who have made any declaration required of them by the present act, although he may not have actually made such last-mentioned declaration. § 37.

Inspection of Books. The Comptroller of corn returns is hereby authorized from time to time, in pursuance of any instructions which he shall receive in that behalf from the Lords of the Committee of Privy Council, to issue to the several Inspectors of corn returns any general or special directions respecting the inspection by any person of the books so directed to be kept by every such Inspector; and no such Inspector shall permit any person to inspect any such book, or to peruse or transcribe any entry therein, except in compliance with some such general or special directions from the Comptroller of corn returns. § 38.

Copy of Return to be affixed on Market Place. Every Inspector of corn returns is hereby required on each market day to put up or cause to be put up in the market place of the city or town for which he shall be appointed Inspector, or if there be no market place in such city or town, then in some other conspicuous place therein, a copy of the last return made by him to the Comptroller of corn returns, omitting the names of the parties who may have sold and bought the said corn; and every such Inspector shall also again put up such account on the market day immediately following that on which it shall first have been put up, in case the same shall from accident or any other cause have been removed, and shall take due care that the same shall remain up for public inspection until a new account for the ensuing week shall have been prepared and set up. § 39.

Salaries of Comptrollers and Inspectors. It shall be lawful for the Commissioners of His Majesty's Treasury of the United Kingdom of Great Britain and Ireland, by any warrant to be for that purpose from time to time made and issued, to allow such reasonable salaries as shall be payable to the several Inspectors of corn returns for the city of London, and for the several other cities and towns aforesaid, for the duties so to be performed by them; provided that the salary so to be allowed to the Inspector of corn returns for the city of London shall not in any one year exceed £300, in consideration of which salary he is hereby required to keep and maintain a proper and convenient apartment or place of business at or near to the corn exchange in Mark Lane, for transacting the duties of such his office, and to defray all incidental charges and expences of and attendant upon such his office: provided also,

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also, that the salary to be granted to any Inspector of corn returns of any other of the cities and towns aforesaid shall not exceed £50. in any one year for such Inspector. § 40.

When Salaries to be paid—Certificate as to due Performance of Duty. The salaries aforesaid shall be paid by the Collector or other chief officer of customs or of the excise in or for the city or town for which each of the said Inspectors respectively may be so appointed, by four quarterly payments; provided that no such quarterly payments shall be made, unless the Inspector of corn returns claiming the same shall first deliver to such Collector, or officer, a certificate under the hand of the Comptroller of corn returns, certifying that such Inspector hath duly made the returns required of him by this present act during the period in respect of which any such payment is to be made, and which certificate such Comptroller is hereby required, on the application of any such Inspector to grant, unless any such Inspector shall, without good and sufficient cause, have neglected or omitted to make such returns or some of them: provided also, that if the duties of the office of Inspector of corn returns for the city of London shall, during any such quarter of a year as aforesaid, have been discharged wholly or in part by a Deputy, the Comptroller of corn returns shall in such certificate specify the length of time during which such Deputy hath so acted, and the whole or a proportionate part, as the case may be, of any such quarterly payment, shall in that case be paid to the said Deputy; and if the duties of Inspector of corn returns for any other of the cities and towns shall during any such quarter of a year be performed successively by two or more persons, the Comptroller of corn returns shall in like manner specify the length of time during which each such person hath so performed the said duties, and a proportionate part of any such quarterly payment shall in that case be paid to the several persons respectively performing the said duties. § 41.

Corn Dealers not making Declarations or Returns. If any person who is hereby required to make and deliver the declarations hereinbefore particularly mentioned and set forth, shall not make and deliver such declarations at the time, and in the form and manner, and to the persons, hereinbefore directed in that behalf, every person so offending shall forfeit £20. for each calendar month during which he shall neglect or delay to make and deliver any such declaration; and if any person who is hereinbefore required to make any return to any such Inspector of corn returns shall not make such returns to such Inspector, at the time and in the form and manner hereinbefore directed, every such offender shall for such his offence forfeit £20. § 42.

Recovery and Application of Penalties. All the penalties aforesaid shall and may be prosecuted, sued for, and recovered by and to the use of any person who will sue for the same, before any two justices of the peace acting in and for the city, town, county, riding, or division, within which the offence shall have been committed; and upon conviction of any such offender before any such justices of the peace, either by the confession of the party offending, or by the oath of any credible witness or witnesses (which oath such justices are hereby authorized to administer), the amount of such penalties and forfeitures shall be levied, together with the costs attending the information and conviction, to be assessed and allowed by such justices, by distress and sale of the goods
and

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and chattels of the party or parties offending, by warrant under the hands and seals of such Justices (which warrant such Justices are hereby empowered and required to grant); and the overplus (if any), after such penalties, forfeitures, and fines, and the charges of such distress and sale, are deducted, shall be returned, upon demand, unto the owner or owners of such goods and chattels; and in case such fines, penalties, and forfeitures, shall not be forthwith paid upon conviction, then it shall be lawful for such justices to order the offender or offenders so convicted to be detained and kept in safe custody until return can be conveniently made to such warrant of distress, unless the offender or offenders shall give sufficient security, to the satisfaction of such justices, for his or their appearance before such justices on such day or days as shall be appointed for the return of such warrant of distress, such day or days not being more than seven days from the time of taking any such security, and which security the said justices are hereby empowered to take by way of recognizance or otherwise; but if upon the return of such warrant it shall appear that no sufficient distress can be had thereupon, then any such justices of the peace are hereby required, by warrant or warrants under their hands and seals, to cause such offender or offenders to be committed to the common gaol or house of correction of the city, town, county, riding, or division, where the offender shall be or reside, there to remain, without bail or mainprize, for any term not exceeding three calendar months, unless such penalties, forfeitures, and fines, and all reasonable charges attending the same, shall be sooner paid and satisfied. § 43.

How Privy Council may stay Proceedings—How Justices may mitigate Penalties. It shall be lawful for the Lords of the Committee of Privy Council, by any order to be made by them, and issued under the hands of one of the clerks of His Majesty's Most Honourable Privy Council, to stay the proceedings upon any information before any such justices of the peace, for the penalties aforesaid, or any of them; and it shall also be lawful for any justices of the peace before whom any person shall be convicted of any offence against this act, if they shall think proper, to mitigate or reduce the penalty incurred by such person, so as such reduction or mitigation do not exceed two-thirds of the penalty to which such person would be liable under this act. § 44.

Witnesses not attending when required. If any person who shall be summoned as a witness to give evidence before any justices of the peace, touching any matter of fact contained in any information or complaint for any offence against this act, either on the part of the prosecutor or of the person accused, shall, after a reasonable sum of money for his charges and expences shall have been paid or been tendered to him, refuse or neglect to appear at the time and place for that purpose appointed, without a reasonable excuse for his neglect; or, appearing, shall refuse to be examined on oath and give evidence before such justices of the peace, then such person shall forfeit for every such offence not exceeding £10. to be recovered in the manner hereinbefore provided for the recovery of the several penalties aforesaid. § 45.

False Returns. If any person make any false and fraudulent statement in any such return as he is hereinbefore directed and required to make, or shall falsely and wilfully include or procure or cause to be included in any such return any British corn which was not truly and *bonâ fide* sold
or

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or bought to, by, or on behalf of the persons in any such return mentioned in that behalf, in the quantity and for the price therein stated, every such offender shall be deemed guilty of a misdemeanor. § 46.

Practice of Measuring, or Privileges of the City of London. Nothing in this act contained shall extend to alter the present practice of measuring corn, or any of the articles aforesaid, to be shipped from or to be landed in the port of London; but the same shall be measured by the sworn meters appointed for that purpose, by whose certificate the searchers or other proper officers of customs are hereby required to certify the quantity of corn or other articles as aforesaid so shipped or landed; and nothing in this act shall extend to lessen or take away the rights and privileges of, or the tolls or duties due and payable to, the mayor and commonalty and citizens of the city of London, or to the mayor of the said city for the time being, or to take away the privileges of any persons lawfully deriving title from or under them. § 47.

Limitation of Actions. If any action or suit be brought or commenced against any person for any thing by him done by virtue or in pursuance of this act, such action or suit shall be commenced within three months next after the matter or thing done, and shall be laid in the proper county; and the defendant in such action or suit shall and may plead the general issue, and give this act and the special matter in evidence at any trial to be had thereupon; and if afterwards a verdict shall pass for the defendant, or the plaintiff shall discontinue his action, or be nonsuited, or judgment shall be given against him, upon demurrer or otherwise, then such defendant shall have treble costs awarded to him against such plaintiff or plaintiff's. § 48.

COTTON. Ceiba Tree Cotton, or Silk Cotton, imported

from any British possession, the cwt. Duty 0 0 4

Cotton Manufactures. As to delivery out of warehouse to be cleaned, see WAREHOUSING, in this Supplement.

FUSTIC, imported from any British possession, the ton,

Duty 0 3 0

GUM, viz. Arabic, imported from any British possession,

the cwt. Duty 0 6 0

—— Guaiacum, imported from any British possession,

the lb. Duty 0 0 3

—— Senegal, imported from any British possession, the

cwt. Duty 0 6 0

HAIR, viz. Horse Hair, the cwt. Duty 0 0 6

—— Human Hair, the lb. Duty 0 1 0

—— not particularly charged with duty in this or any

other act, the £100 value. Duty 5 0 0

HIDES, viz. Horse, Mare, Gelding, Buffalo, Bull, Cow, or

Ox Hides, viz.

—— tanned and not otherwise dressed, the lb. Duty 0 0 6

.... the produce of, and imported from any British possession, the lb. Duty 0 0 3

.... cut or trimmed, the lb. Duty 0 0 9

.... the produce of, and imported from any British possession, the lb. Duty 0 0 4 $\frac{1}{2}$

HIDES,

ORS

HIDES, *continued.*

— and pieces of hides tawed, curried, or in any way dressed, the lb.	Duty	0	0	9
.... the produce of, and imported from any British possession, the lb.	Duty	0	0	4½
.... cut or trimmed, the lb.	Duty	0	1	2
.... the produce of, and imported from any British possession, the lb.	Duty	0	0	7

INSTRUMENTS, Musical and Surgical. See BAGGAGE in this Supplement.

LATTEN, Black, the cwt. Duty 0 8 0

— Shaven, the cwt. Duty 0 12 0

LEAF METAL (except Leaf Gold), the packet, containing 250 leaves. Duty 0 0 3

LEAD ORE, from the 1st of Dec. 1828, the ton .. Duty 1 5 0

LEATHER, pieces of leather, or leather cut into shapes, or any article made of leather, or any manufacture whereof leather is the most valuable part, not otherwise enumerated or described, the £100 value Duty 30 0 0

LOGWOOD, imported from any British Possession, the ton Duty 0 3 0

MAHOGANY, imported from Jamaica, the ton.... Duty 4 0 0

— Mats and Matting, imported from any British Possession, the £100 Duty 5 0 0

If any mahogany which had been imported direct from the Bay of Honduras, in a ship cleared out from the port of Belize, into a Free Warehousing Port in any of the British Possessions in America, and there warehoused as having been so cleared and imported, shall be exported from the warehouse, and imported direct into the United Kingdom, such mahogany shall be subject in the United Kingdom to the same duty as it would have been subject to if it had been imported direct from the Bay of Honduras in a British ship cleared out from the port of Belize, provided it be stated in the proper clearance of the ship importing the same into the United Kingdom, that such mahogany had been so warehoused, and exported from the warehouse. 9 Geo. 4. c. 76. § 13.

OIL, of Carraway, the lb. Duty 0 4 0

— of Olives, imported in a ship belonging to any of the subjects of the King of the Two Sicilies, and not warehoused before the 1st of August 1828, in addition to the duties imposed by any other act, the ton.... Duty 1 1 0

By Customs order, dated July 23d, 1828, it is stated, that the allowances on jars of olive oil imported, in all cases where it may not be found necessary to resort to actual taring, are to be one-seventh for foot, and one-third for tare each jar.

— of Hempseed, linseed, and rape seed, and seed oil, not particularly charged with duty in this or any other act, imported from any British Possession, the ton Duty 1 0 0

OPIUM, the lb. Duty 0 4 0

ORSEDEW,

SPI

ORSEDEW, the lb.	Duty	0	0	6
PICTURES, being 200 square feet or upwards, each	Duty	10	0	0
PLUMS, dried the cwt.	Duty	1	7	6
PRUNELLOES, the cwt.	Duty	1	7	6
RICE, the produce of, and imported from any British Possession, <i>viz.</i>				

—— in the husk, the quarter.	Duty	0	0	1
—— not in the husk, the cwt.	Duty	0	1	0
RHUBARB, the lb.	Duty	0	2	8
—— imported from any British Possession, the lb.				

	Duty	0	2	6
ROPE, Coir Rope, the cwt.	Duty	0	5	0
—— old, and fit only to be made into mats, the ton	Duty	0	5	0

SAGO, imported from any British Possession, <i>viz.</i>				
—— Pearl, the cwt.	Duty	1	0	0
—— Common, the cwt.	Duty	0	1	0
—— Powder the cwt.	Duty	1	0	0

SILK. The several duties now payable upon the importation of silk and silk manufactures, which are to be payable until 10th October, 1828, shall be further continued until the end of the next session of Parliament. [See page 165.] 9 Geo. 4. c. 76. § 11.

—— Vestments. See Baggage in this Supplement.

SKINS, Calf or Kip Skins, *viz.*

—— tanned, and not otherwise dressed, the lb. . .	Duty	0	0	9
.... the produce of, and imported from any British Possession, the lb.	Duty	0	0	4½
.... cut or trimmed, the lb.	Duty	0	1	2
.... the produce of, and imported from any British Possession, the lb.	Duty	0	0	7
—— tawed, curried, or in any way dressed, the lb. .	Duty	0	1	0
.... the produce of, and imported from any British Possession, the lb.	Duty	0	0	6
.... cut or trimmed, the lb.	Duty	0	1	6
.... the produce of, and imported from any British Possession, the lb.	Duty	0	0	9
—— Kangaroo Skins, raw and undressed, imported from any British Possession, the £100 value	Duty	5	0	0
—— Martin Skins, undressed, imported from any British Possession, the skin, ...		0	0	3

SPIRITS, or Strong Waters, the produce of any British Possession within the limits of the East India Company's Charter, not sweetened nor mixed with any article so that the degree of strength cannot be exactly ascertained by Sikes's Hydrometer;

—— of any strength not exceeding the strength of proof by Sikes's Hydrometer, and so in proportion for any greater strength than the strength of proof, the gallon	Duty	0	15	0
—— Rum. As to delivery of rum from the bonding warehouses according				

WOOL

SPIRITS, *continued*.

according to the strength and gauge at the time of delivery. See WAREHOUSING in this Supplement.

STUFFS. As to delivery out of warehouse to be cleaned. See WAREHOUSING in this Supplement.

SUGAR. As to the delivery of foreign and East India sugar to be refined, see WAREHOUSING in this Supplement.

TALLOW, imported from any British Possession in Asia, Africa, or America, the cwt. Duty 0 1 0

TEA. As to sending tea to Ireland, see WAREHOUSING in this Supplement.

TILES, *viz.*

— Dutch Tiles, the £100 value Duty 15 0 0

TOBACCO. So much of the act 6 Geo. 4. c. 107. § 52. [page 197.] as prohibits the importation of *Segars* in packages containing 100 lb. of *Segars* is repealed. 9 G. 4. c. 76. § 3.

TORTOISE SHELL, unmanufactured, imported from any British Possession, the lb. Duty 0 0 6

TURMERIC, imported from any British Possession, the cwt. Duty 0 2 4

WAX, Bees, *viz.*

— imported from any British Possession, *viz.*

.... unbleached, the cwt. Duty 0 10 0

.... in any degree bleached, the cwt. Duty 1 0 0

WINE. So much of the act 6 Geo. 4. c. 107. § 52. [page 205.] as restricts the importation of wine except in certain quantities is repealed. 9 Geo. 4. c. 76. § 3.

WOOD—*Deals and Timber used in Mines.* Under the regulations of 6 Geo. 4. c. 113. [page 221.] it shall be lawful for the officers of customs to issue debentures twice for every year, (that is to say,) once after the 5th July, and once after the 5th January: provided always, that no debenture for any such drawback shall be paid after the expiration of three years from the day on which the duty on any of the deals or timber mentioned in such debentures had been paid: provided also, that the same amount of drawback, and no other, shall be allowed in respect of such deals and timber when the same had been imported in a foreign ship, as is granted by the said act in respect of such deals and timber when the same had been imported in a British ship. 9 Geo. 4. c. 76. § 18.

WOOL, *viz.*

— Cotton, Wool, or Waste of Cotton Wool, imported

from any British Possession, the cwt. Duty 0 0 4

Woollen Manufactures. As to delivery out of warehouse to be cleaned. See WAREHOUSING in this Supplement.

EXPORTS.

CARDS AND DICE.

Former Duties and Regulations. The duties on Cards and Dice, under 44 Geo. 3. c. 98. in Great Britain, and 56 Geo. 3. c. 56. in Ireland, *repealed*, and so much of the said acts as relates or relate to the duties on playing cards and dice, and also so much of the several acts hereinafter mentioned, as any way relates or relate to the said duties, and to the collection and regulation thereof, and to the exportation of cards and dice, shall also be *repealed*, viz. in 9 Anne, c. 23.; 10 Anne, c. 19.; 6 Geo. 1. c. 21.; 29 Geo. 2. c. 13.; 5 Geo. 3. c. 46.; 16 Geo. 3. c. 34.; 41 Geo. 3. c. 86. [page 259.]; 55 Geo. 3. c. 101.; or in any other act, in force immediately before the commencement of this act, relating to such duties, or to any licences to any makers of cards or dice, or to the exportation of cards and dice, are *repealed*; save and except so far as the said acts or any of them, or any thing therein contained, may repeal the whole or any part of any other act; and also except such duties on cards and dice, or any part or arrear thereof, as may be or become or remain payable, and every or any penalty which may have been or may be incurred under any of the said acts at any time before the commencement of this act, all which said duties and penalties shall be recoverable, and shall and may be sued for in the same manner as if this act had not been made; and also except so far as relates to the several bonds which shall have been given in pursuance of any of the said acts; all which bonds shall continue and be in full force and effect until the conditions of such bonds shall have been duly performed and fulfilled.

Grant of Duties. The several duties following shall be paid, viz.

For every licence to be taken out annually by every maker of playing cards or dice in the United Kingdom, 5s.

For every pack of playing cards which shall be made fit for sale or use in the United Kingdom, 1s.

And for every pair of dice which shall be made fit for sale or use in the United Kingdom, 20s.

Duties to be under the management of the Commissioners of Stamps, who are to provide stamps, &c. and appoint officers, &c. § 3.

How Duty denoted. The duty by this act imposed on playing cards shall be denoted or marked on the ace of spades of each pack of cards. § 4.

Licence. Cards and dice makers to take out a licence, which must be renewed annually. § 5.

Persons requiring licences to give bond for the due performance of all things required therein. § 6.

No cards or dice to be made in any places in Great Britain, but London, Westminster, or Southwark; nor in Ireland, but in Dublin and Cork; and after 3 years in Dublin only. § 7.

Card makers to send sufficient paper to the stamp office to have aces of spades marked thereon, one of which to be put in each pack. Distinguishing marks shall be placed to denote cards for home use or for exportation. § 8.

Card makers to send patterns of wrappers to the Commissioners for their approval. Wrappers to have distinguishing marks upon them. Penalty for using wrappers not approved, £20.

Card

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Card makers to enclose cards in wrappers when completed, and officer of stamps to label the same. § 10.

Cards not to be removed without consent, till duties are paid or secured, upon pain of forfeiting treble value. Materials not be removed on pain of forfeiting double value, with costs. § 11.

Dice to be brought to the stamp-office and stamped. Commissioners to enclose dice in wrappers, and mark them. Names of makers may be marked if required. § 12.

Makers of cards and dice to deliver accounts monthly. Accounts to be verified on oath. Duties to be paid within ten days after the delivery of account. £20. penalty for neglect. § 13.

Separate accounts to be kept with card makers and settled every month. Differences arising thereupon to be decided by the Commissioners. § 14.

Officers may inspect stock of cards, and charge one shilling for every ace of spades not accounted for. § 15.

Penalty for concealment or false account, £20. § 16.

Allowance to be made for cards remaining on hand, 9th May, 1828; in Great Britain 2s. 6d. the pack, and in Ireland 2s. § 17.

Officers of stamps may enter and search houses, &c. where cards or dice are made. Penalty on refusal, £20. § 18.

Officers of stamps, in the presence of a constable, and authorized by a warrant, may break open doors of places where cards or dice making is suspected to be illegally carried on. § 19.

Packs. No pack or parcel of playing cards, whether made for sale or use in the United Kingdom or in the Isle of Man, or for exportation, shall contain more than fifty-two playing cards, and every pack shall consist of the four usual suits, and shall include one ace of spades duly stamped, and shall be tied up together in a pack, in the manner directed by this act; and no pack or parcel of playing cards containing more than fifty-two such cards, or not including an ace of spades duly stamped, shall be sold or exposed to sale, or uttered or parted with for use in play, in the United Kingdom or in the Isle of Man, or exported; and if any person shall sell or expose to sale, or shall export or offer to export, any pack of cards containing more than fifty-two cards, or not containing an ace of spades duly stamped, every such person being a licensed maker of cards, shall forfeit £50.; and every such person, not being a licensed maker of cards, shall forfeit £10.; and all such cards shall be forfeited, and may be seized and carried away by any officer of stamps, and shall be sold or destroyed by the direction and at the discretion of the Commissioners of stamps. § 20.

Licensed makers using an ace of spades, or wrappers, or labels, before used; or selling cards or dice not duly stamped, shall forfeit £50. § 21.

Licensed makers or sellers having cards or dice in their possession, not duly stamped, to forfeit the same, and pay a penalty of £50. § 22.

Where an ace of spades is spoiled, the maker to be allowed credit for the same on making oath of the fact. § 23.

No cards deemed waste unless a corner be cut off at least half an inch in depth, on penalty of £20. § 24.

Persons not being licensed card-makers may sell second hand cards if inclosed in a printed wrapper marked "Second Hand Cards," if not so marked, penalty £20. § 25.

What

CARDS AND DICE.

What deemed Dice, and how Duty charged. All pieces of ivory, bone, or other matter, made or used for any game or play, with any letters, figures, spots, or other marks thereupon, to denote any chance or chances, shall be deemed to be dice; and if more than six chances be signified on any one of such pieces of ivory, bone, or other matter, then such one piece shall be chargeable with the full duty payable for a pair of dice; and if more than the number of chances usually signified in or by a pair of dice shall be signified on any one such piece of ivory, bone, or other matter, then such one piece shall be charged with a further duty, in proportion to the number of chances exceeding those signified in or by one pair of dice. § 26.

Filing, Squaring, or new Spotting Dice. If any person shall file or square, or new spot any die, or shall cause any die to be filed, squared, or new spotted, after such die has been stamped as by law required, or if any die be found in the possession of any person, filed, squared, or new spotted, after such die shall have been so stamped, every person having filed, squared, or new spotted any such die, or having caused any such die to be filed, squared, or new spotted; and every person in whose possession any such die may be found shall forfeit for every such die £10. § 27.

How Playing Cards or Dice, not being Stamped for Home Use, may be exported.—Bond. Playing cards or dice, not being stamped for use in the United Kingdom, and not having paid the duties imposed by this act, may be exported under the regulations hereinafter mentioned and set forth; viz. Before such playing cards or dice, not having been stamped for use in the United Kingdom, and not having paid the duties imposed by this act, shall be removed from the licensed house or place of any maker thereof for the purpose of being exported from the United Kingdom to any parts beyond the seas, or to the Isle of Man, three days' notice in writing shall be given to the proper officer at the head office of stamps in London or Dublin respectively, or at the office of the distributor of stamps at Cork (so long as it shall be lawful to make cards at Cork), by the licensed maker thereof, of the quantity intended to be exported, the place in the United Kingdom whence the same are intended to be exported, the name of the vessel, and of the master thereof in which the same are intended to be exported, and the place and country to which the same are intended to be conveyed; and such maker shall within such space of three days enter into a bond, with sufficient surety, to be approved by the Commissioners of stamps or their officer, to His Majesty, in a penal sum of treble the amount of all the duties which would be payable on such cards or dice if the same had been made or intended for use or sale in the united Kingdom, conditioned to export such cards or dice, in the vessel to be named in such bond, to some place beyond the seas, to be mentioned in such bond, within a time to be limited in such bond, and to land the same (the dangers of the seas excepted) in such place, and not to lade or put any such cards or dice on board any other vessel, either in any place in the United Kingdom, or elsewhere; or at open sea; and such cards or dice, or any part thereof, shall not be relanded in any part of the United Kingdom, and also conditioned to produce to the said Commissioners, within the respective times hereinafter mentioned a certificate that such cards or dice have been duly landed at such place; and after the expiration of such

CARDS AND DICE.

such three days mentioned in such notice, a certificate under the hand of some officer of stamps shall be given, expressing the several matters required in such notice, and also certifying that such bond has been given according to the provisions of this act for the exportation of any such cards or dice, and shall be delivered to the proper officer of customs at such place in the United Kingdom from which such cards or dice are intended to be exported; and after such notice shall have been given, and such bond as hereinbefore mentioned shall have been duly made and executed, and such certificate granted (but not otherwise), it shall be lawful for any licensed maker to remove such playing cards or dice intended for exportation, when completely finished for use, from the house or place where the same shall be made, without payment of any duties for the same; provided that every pack of such playing cards shall contain an ace of spades duly marked or stamped with the proper mark or stamp appointed to be used for cards to be exported; and provided also, that such cards or dice shall, before being so removed, be respectively enclosed in packs or pairs in such wrappers or Jews as the Commissioners of stamps shall approve, and shall be tied and fastened by a label or thread or seal marked with the proper mark, stamp, or device appointed to be used for cards or dice to be exported; and all such cards or dice so entered for exportation shall be laden or put on board the vessel mentioned in such bond as aforesaid in the presence of the proper officer of customs. § 28.

How Bonds discharged. Such bond to be given with relation to cards and dice exported shall be discharged upon producing to the Commissioners of stamps, within the respective times hereinafter limited, a certificate that the cards or dice in such bond mentioned were duly landed in the proper place beyond the seas; viz. within six months from the date of such bond, in the case of cards or dice entered to be landed in any place in the Isle of Man; and within twelve months from the date of such bond, in the case of cards or dice entered for or landed in any other place in Europe; and within eighteen months from the date of such bond, in the case of cards or dice entered for or landed in any of His Majesty's colonies or plantations in America or Africa, or in any of the territories of the United States of America; and within twenty-four months from the date of such bond, in the case of cards or dice entered for or landed in any place at or beyond the Cape of Good Hope; and every such certificate for such cards or dice as aforesaid, which shall be landed at any place where any officer of His Majesty's customs shall be resident, shall be signed by the proper officer of customs there; and if no officer of His Majesty's customs be resident there, then by the British consul or other person acting as such there; and if no officer of customs or British consul, or other person acting as such, be there resident, then such certificate shall be under the seal of the chief magistrate in such place, or under the hands and seals of two known British merchants, then being at such place: provided always, that if in any case it be proved that such cards or dice so exported were taken by enemies, or were lost in the seas or by fire, the examination and proof whereof shall be left to the judgment of the Commissioners of stamps, in such case the said Commissioners are hereby authorized to discharge such bond. § 29.

Cards or Dice Exported contrary to Law, or Relanded after Entry. All playing cards and dice which shall be exported contrary to this act, or which

CARDS AND DICE.

which, after entry thereof for exportation, shall be landed at or found in any place in the United Kingdom, or which shall be landed at or found in the Isle of Man after entry thereof for exportation elsewhere than to the said isle (except for the purpose of exporting the same under the regulations of this act), shall be forfeited, and may be seized by any officer of customs or excise, and may be proceeded upon to condemnation, according to any laws of customs or excise then in force, or may be seized and carried away by any officer of stamps, or person duly authorized by the Commissioners of Stamps, and may be lodged and secured in any place appointed by the said Commissioners for that purpose, and shall be sold or destroyed as the Commissioners shall direct; and if any person shall sell or expose to sale, or shall offer for use, in any part of the United Kingdom, or shall knowingly have in his possession or upon his premises, or shall use or permit to be used in any place in the United Kingdom, any playing cards marked, stamped, and distinguished as cards for use in the Isle of Man, or for exportation, such cards shall be forfeited, and may be seized and carried away, and lodged and secured as above in this act provided; and every person so offending, for every pack of cards so sold or exposed to sale, or offered for use, or used or permitted to be used, or in the possession of such persons, contrary to this act, shall forfeit £20. § 30.

Fraudulently relanding Cards, after Entry and Shipment for Exportation. If any person shall reland, or shall cause or procure to be relanded, or shall assist in the relanding, in any part of the United Kingdom, any parcel of cards or dice after the same shall have been entered and shipped for exportation from any part of the United Kingdom, or shall land such cards or dice, or cause the same to be landed, in any place other than the place to which such cards or dice shall be consigned and named in the certificate to be delivered by the officer of stamps to the officer of customs in pursuance of this act, every such person shall for every such offence forfeit £50. § 31.

Cards Exported into or used in the Isle of Man not duly Stamped.—Relanding. It shall not be lawful for any person to put on board any vessel for exportation to the Isle of Man, or to import into or to use in that island, any playing cards, unless in packs each containing an ace of spades stamped or marked with the stamp or device appointed by the Commissioners of stamps for cards intended for use in the Isle of Man, in the manner by this act directed, or an ace of spades duly stamped or marked for sale or use in the United Kingdom; and all playing cards not being in packs each containing an ace of spades duly stamped and marked for use in the Isle of Man or in the United Kingdom, which shall be put on board, or shall be brought to any wharf or place to be put on board, any vessel, for exportation to the Isle of Man, or which shall be imported into or found in the Isle of Man, shall be forfeited; and all playing cards which, having been duly put on board, or brought to any wharf to be put on board, any vessel, for exportation to the Isle of Man, or having been duly imported into or found in the Isle of Man, shall be relanded or found in any other part of the United Kingdom, except for the purpose of shipping the same under the regulations of this act, shall also be forfeited; and all cards so forfeited may be seized by any officer of customs or excise, and shall be proceeded upon to condemnation, according to any laws of customs or excise in force at the time, or may be

CARDS AND DICE.

be seized and carried away by any officer of stamps, or person duly authorized thereto, and lodged and secured in any place appointed for that purpose; and every person who shall sell or expose to sale or shall offer for use, or shall use or permit to be used, in any part of the Isle of Man, or shall knowingly have in his possession or upon his premises within the said island, any playing cards or ace of spades made within the United Kingdom for exportation, or any pack of cards not containing an ace of spades stamped or marked for use in the Isle of Man or in the United Kingdom as aforesaid, shall for every such pack of cards or ace of spades forfeit £20, to be sued for and recovered in the same manner as any penalty incurred in the said island under any act relating to the revenue of customs may be sued for and recovered under such act: provided always, that nothing in this act contained shall alter or affect any thing respecting the exportation of playing cards to the Isle of Man, contained in the act 6 Geo. 4. c. 115. [page 465*.] § 32.

Commissioners may make allowances for aces of spades when stamps are altered by their direction. § 34.

Forgery of Stamps. If any person shall forge or counterfeit, or shall cause to be forged or counterfeited, any type, die, seal, stamp, mark, plate, or device, or any part of any type, die, seal, stamp mark, plate, or device, which shall be at any time provided, made, or used by or under the authority of the Commissioners of stamps in pursuance of this act; or shall counterfeit, or shall cause or procure to be counterfeited or resembled, the impression of any such type, die, seal, stamp, mark, plate, or device, or any part thereof, upon any playing card or dice, or upon any label, thread, or paper; or shall forge or counterfeit the name, handwriting, or signature of any sealing officer, or other officer of stamps, to or upon any wrapper, paper, or material in which any dice shall be actually enclosed; or shall forge or counterfeit, or shall cause or procure to be forged or counterfeited, any mark or name, or any part of any mark or name, directed to be used by the Commissioners of stamps in pursuance of this act, in order to distinguish the maker of any such cards or dice respectively, and printed or marked on or affixed to or making part of the wrapper, label, or paper in which any playing cards or dice shall be actually enclosed, with intent to defraud His Majesty of any of the duties at any time by law payable upon cards or dice; or shall utter, or sell or expose to sale, or part with for use in play, any card, die, ace of spades, label, wrapper, or jew whatsoever, with such counterfeit seal, stamp, mark, device, impression, name, or signature, knowing the same to be counterfeit; or shall privately or fraudulently use any seal, stamp, mark, plate, device, or label at any time provided, made, or used by or under the authority of the Commissioners of stamps in pursuance of this act, with intent to defraud His Majesty of any of the duties at any time by law payable upon cards or dice; every person convicted of any such offence in due form of law shall be adjudged a felon, and shall suffer death. § 35.

Informers. If the buyer or seller, or any person concerned in the buying or selling, or exposing to sale, or uttering, any ace of spades, playing cards, dice, label, or wrapper, contrary to this act; or if any person concerned in the unlawful relanding of any cards or dice shipped for exportation under this act, or concerned in any other offence against his act, shall give information to the Commissioners of stamps of any

GLASS.

like offence committed by any other person concerned in any such offence, it shall be lawful for the said Commissioners, if they shall think fit, to direct that such informer shall be admitted to give evidence against such other person; and in case of such direction such informer shall be admitted to give evidence, and shall be deemed a competent witness accordingly, and shall be indemnified against all penalties previously incurred by such informer under this act. § 36.

Recovery, Mitigation, and Compounding of Penalties. All pecuniary penalties and forfeitures imposed by this act may be sued for and recovered in manner following; viz. if such penalties or forfeitures be incurred in Great Britain, the same may be sued for and recovered in His Majesty's Court of Exchequer at Westminster, or in the Court of Exchequer in Scotland, in the same manner as penalties incurred under any act relating to stamp duties may be sued for and recovered in such courts respectively; and if such penalties or forfeitures be incurred in Ireland, the same shall be sued for and recovered in the same manner as penalties incurred or sued for under the before-mentioned act of 56 Geo. 3. may be sued for and recovered under such act: provided always, that it shall be lawful for the Commissioners of stamps to mitigate or compound any such penalty or forfeiture, or to stay any proceedings in any such prosecution commenced by their direction, on such terms as the said Commissioners shall judge proper and expedient; and also, at their discretion, to give all or any part of any sum paid by way of penalty or compromise to the person informing them of the offence in respect of which such sum shall be paid. § 37.

Interpretation of Act. Wherever in this present act, in describing or referring to any offence or thing, any word or words is or are used importing the singular number or the masculine gender only, such word or words shall be understood and shall be construed and applied to include several matters as well as one matter, and several persons as well as one person, and females as well as males, unless it be otherwise specially provided, or there be something in the subject or context repugnant to such construction. § 38.

GLASS.

Former Duties. The duties of excise, in Great Britain, upon plate glass, broad glass, crown glass, and bottle glass, and on the materials, or other preparations whatever, used in making such glass respectively, and the duty on glass bottles made in Ireland, and the several countervailing duties on any such glass or glass bottles made in Ireland, and imported into Great Britain, and the several drawbacks payable in Great Britain or Ireland respectively on the exportation of any such glass or bottles, under any acts in force in Great Britain and Ireland respectively immediately before July 15, 1828, shall cease; except so far as relates to any arrears of any duties chargeable on any such glass or bottles, in Great Britain or Ireland, at any time on or before the said day; and except so far as relates to any drawbacks which may become payable, in respect of the duties, on the exportation of any such glass or bottles; and except so far as relates to the countervailing duties on any such glass or bottles which shall have been made in Ireland at any time on or before the said day, and which shall be sent from Ireland into Great Britain at any time after the said day. 9 Geo. 4. c. 48. § 1.

GLASS, *continued.*

New Duties and Drawbacks. There shall be paid the several duties, and drawbacks, following, *viz.*

Ground or Polished Plate Glass made in any part of the United Kingdom from materials or metal or other preparations for or upon which the duties payable for or in respect of plate glass shall have been paid, and which shall be exported from any part of the United Kingdom to foreign parts, in rectangular plates of the size of six inches in length by four inches in breadth at the least, and of the thickness throughout of one eighth part of an inch at the least, and which shall be free from stains and of good and fair quality, and fit for immediate use as ground and polished plate glass, the square foot superficial measure, Excise Drawback ..	0	2	9
Unground and Unpolished Plate Glass made in any part of the United Kingdom from materials, or metal or other preparations for or upon which the duties payable for or in respect of plate glass shall have been paid, and which shall be exported from any part of the United Kingdom to foreign parts, or to the Islands of Jersey, Guernsey, Alderney, or Sark, in rectangular plates of the size of six inches in length by four inches in breadth at the least, and of the thickness throughout of not less than two eighth parts of an inch, and of not more than five eighth parts of an inch, and which shall be of good and fair quality, the cwt. Excise Drawback	3	0	0
Window Glass, not being Spread Glass, whether flashed or otherwise manufactured, and commonly called or known by the name of Crown Glass or German Sheet Glass, made in any part of the United Kingdom, for which the duties shall have been paid, which shall be exported from any part of the United Kingdom to foreign parts, or to the Islands of Jersey, Guernsey, Alderney, or Sark, in whole tables, or half tables, or quarter tables, and so in proportion for any greater or less quantity than a hundred weight of such whole tables, half tables, or quarter tables, calculating the drawback upon the weight of the whole table exported, although the same may be cut into half or quarter tables for the convenience of exportation, the cwt. Excise Drawback.....	3	13	6
Panes of Window Glass, not being Spread Glass, whether flashed or otherwise manufactured, and commonly called or known by the name of Crown Glass or German Sheet Glass, made in any part of the United Kingdom, for which the	3	0	2

respective

GLASS, *continued.*

respective duties shall have been paid, and which shall be exported from any part of the United Kingdom to foreign parts, such panes being in regular rectangular figures, not being of less dimensions than six inches in length by four inches in breadth, nor containing any part of the bullion or thick centre part of the table from which any such panes shall have been cut, the cwt. Excise Drawback

4 18 0

———— Spread Window Glass, commonly called or known by the name of Broad Glass, made in any part of the United Kingdom, for which the duties shall have been paid, and which shall be exported from any part of the United Kingdom to foreign parts, or to the Islands of Jersey, Guernsey, Alderney, or Sark, the cwt. Excise Drawback

1 10 0

———— Common Bottles, (not being phials,) and vessels made use of in chemical laboratories, and of garden glasses, and all other vessels or utensils of common bottle metal, made in any part of the United Kingdom from materials or metal or other preparations for which the duties shall have been paid, and which shall be exported from any part of the United Kingdom to foreign parts, or to the Islands of Jersey, Guernsey, Alderney, or Sark, the cwt. Excise Drawback

0 7 0

Former Regulations. All the powers, regulations, and things, which by any act in force in Great Britain immediately before July 15, 1828, relating to the duties on plate glass, broad glass, crown glass, and bottle glass respectively, or on the materials or other preparations whatever used in making such glass respectively, or to the paying or allowing of any drawback on the exportation of plate glass, broad glass, crown glass, bottle glass, and glass bottles, for managing and securing duties, or for paying drawbacks of the duties, on such glass, and for preventing, detecting, and punishing frauds relating thereto, shall continue in full force, and shall be observed, and put in execution throughout the whole of the United Kingdom of Great Britain and Ireland, with respect to the duties and drawbacks granted by this act. § 4.

Former Acts. The acts 49 Geo. 3. c. 63. as altered by 51 Geo. 3. c. 69. except so far as it is altered or repealed by the act of 6 Geo. 4. c. 117. [page 269] are hereby made perpetual, and shall be put in execution throughout the whole of the United Kingdom of Great Britain and Ireland. § 5.

Glass Exported from Ireland to Foreign Parts on Drawback, or brought from Ireland into Great Britain. Every person shipping or intending to ship, or being about to ship, in Ireland, any plate glass, broad glass, or crown glass, for exportation on drawback, or for the removal thereof to Great Britain, shall give twenty-four hours' notice of such intention, and of the place of shipping, to the nearest Collector or officer of excise; and such Collector and officer are required thereupon to attend, and to cause all such glass to be weighed and measured; and in case such glass has not been

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been charged with the respective duties under the provisions of this act, and is about to be removed to Great Britain, it shall be lawful for such Collector or officer, and he is required, to charge all such glass with duty at the respective rates of duty made payable by this act on such sort or kind of glass respectively: and upon payment of such duty it shall be lawful for such Collector or officer to grant a certificate of the payment of such duty, to accompany such glass upon such removal, and to be produced at the port of entry in Great Britain; and in case any such glass which shall have been duly charged with the respective duties payable by this act shall be entered for exportation to foreign parts, upon drawback, or to be sent and removed to Great Britain, it shall be lawful for such Collector or officer, upon proof that such duties have been paid, or have been charged and duly secured to be paid, to grant a certificate of the payment of such duty, or a certificate that such duty has been charged and is duly secured to be paid, to accompany such glass upon such exportation to foreign parts, or such removal to Great Britain, and to be there produced as aforesaid; and if at any time any person shall export or enter for exportation from Ireland, upon drawback, or shall remove or send from Ireland to be brought into Great Britain, or shall bring into Great Britain, any plate glass, broad glass, or crown glass, unaccompanied by such certificate, containing such particulars as aforesaid; or if any person shall refuse to produce such certificate at the port of entry in Great Britain, or shall forge or counterfeit any certificate required by this act, or shall make use of or deliver any false or untrue certificate as and for a certificate required by this act; all such glass respectively shall be forfeited, and may be seized by any officer of excise; and the person so offending shall forfeit £500, provided always, that if any plate glass, broad glass, or crown glass, which shall have been previously sent to Ireland from Great Britain, on drawback, shall at any time afterwards be sent or removed to Great Britain, the rate of duty to be charged thereon as aforesaid shall be equal and according to the rate of drawback now payable thereon respectively when exported to foreign parts. § 7.

Jersey, Guernsey, Man, &c. Where by this act any drawback is allowed on any sort of glass exported, such drawback shall not be given on any glass exported to the Islands of Jersey, Guernsey, Alderney, Sark, or Man, except in cases where the names of the said Islands are expressly respectively mentioned, nor on any glass exported to any of the said Islands, the name of which shall not be expressly mentioned. § 8.

LINEN. The proportions of the several bounties on Linen which will be payable under the Act 6 Geo. 4. c. 111. [page 277.] on 5th January, 1829, shall continue payable, without further reduction, until the 5th January, 1832, and on 5th January, 1832, the whole of such bounties shall *cease*, and no part thereof shall thenceforth be payable; and on the 5th January, 1829, one half of the bounty now payable on the exportation of Sail Cloth shall *cease*, and on the 5th January, 1832, the whole of the said bounty shall *cease*. 9 Geo. 4. c. 76. § 16.

SPIRITS. By Treasury Letter, dated 17th December, 1827, authority is given to allow the exportation of brandy in casks, containing

SUG

15 gallons imperial each, from Liverpool to Mexico, Chili, or Peru, for the convenience of transport into the interior of those countries.

STORES, Naval and Military. By Order in Council, dated the 7th May, 1828, the first order in page 657, relating to the exportation of Military and Naval Stores is continued for six months from the 23d May, 1828.

SUGAR. *Standard Samples.* There shall be provided by and at the expence of the committee of sugar refiners in London, and in like manner by and at the expence of the committee of merchants in Dublin, as many loaves of double refined sugar prepared in manner hereinafter directed as the Commissioners of Customs shall think necessary; which loaves, when approved of by the said Commissioners, shall be deemed to be standard samples, one of which loaves shall be lodged with the said committees respectively, and one other with such persons as the said Commissioners shall direct, for the purpose of comparing therewith double refined sugar, or sugar equal in quality to double refined sugar, entered for exportation for the bounty; and fresh standard samples shall in like manner be again furnished by such committees respectively, and in like manner lodged, whenever it may be deemed expedient by the said Commissioners: provided always, that no loaf of sugar shall be deemed to be a proper sample loaf of double refined sugar as aforesaid, if it be of greater weight than fourteen pounds, nor unless it be a loaf complete and whole, nor unless the same shall have been made by a distinct second process of refinement from a quantity of single refined sugar, every part of which had first been perfectly clarified and duly refined, and had been made into loaves or lumps which were of a uniform whiteness throughout, and had been thoroughly dried in the stove. 9 Geo. 4. c. 76. § 18.

Sugar equal in Quality to Double-refined Sugar. In respect of refined sugar which is equal in quality to double-refined sugar, the like bounty shall be paid as is granted by the said act in respect of double-refined sugar: provided always, that no sugar shall be entitled to bounty as double-refined sugar, or as sugar equal in quality to double-refined sugar, unless it be in loaves complete and whole, not weighing more than fourteen pounds each loaf, nor unless it corresponds with or be equal in quality to the sample loaves aforesaid. § 19.

Sugar not equal to Standard. In case any sugar which shall be entered in order to obtain the bounty on double-refined sugar, or sugar equal in quality to double-refined sugar, shall, on examination by the proper officers, be found to be of a quality not equal to such standard sample, all sugar so entered shall be forfeited and may be seized. § 20.

Sugar whether of British Plantations or not. The several bounties on refined sugar granted by the said act shall be granted equally in respect of all refined sugar, without regard to whether the same be made of sugar the produce of the British plantations or of the East Indies, or of sugar the produce of any other place. § 21.

As to refining Foreign and East India Sugar, see WAREHOUSING in this Supplement.

WOOL. Instead of the duties imposed by 6 Geo. 4. c. 111. [pages 241—296.] upon the several articles mentioned herein, the several duties following shall be paid. 9 Geo. 4. c. 76. § 10.

WOOL,

WOOL, *continued, viz.*

——— of Sheep or Lambs, and of Hares and of Conies,
the cwt. 0 1 0

WOOLLEN MANUFACTURES, *viz.*

——— Woolfels, Mortlings, Shortlings, Yarn, Wor-
sted, Woolflocks, Cruels, Coverlids, Wad-
dings, or other manufactures or pretended
manufactures, slightly wrought up or put
together, so as the same may be reduced to
and made use of as wool again, mattresses
or beds stuffed with combed wool, or wool
fit for combing or carding, the cwt. 0 1 0

COASTWISE.

BRICKS. By Customs Letter, dated August 15, 1827, bricks are added to the list of articles exempt from coast regulations, on removal from one port of Great Britain to another.

GLASS. As to British and Irish Glass, see pages 790—792.

VESSELS AND BOATS.

Tonnage of Steam Vessels carrying Passengers to and from Ireland.
“Whereas steam vessels according to their register tonnage afford greater accommodation for passengers than sailing vessels;” it is therefore enacted, that for the purposes of the act 4 Geo. 4. c. 88. [page 301.] every steam vessel which is of the register tonnage of one hundred and forty tons or upwards shall be deemed to be a vessel of two hundred tons at least. 9 Geo. 4. c. 76. § 29.

Honduras. As to the registry of vessels built in Honduras, see page 761.

Licence to retail to Passengers Exciseable Articles. It shall be lawful for the Commissioners of Excise in England, and for the Commissioner or Commissioners and Assistant Commissioners of Excise in Scotland and Ireland respectively, at any time to grant a *licence* to any master or commander of any packet boat, or other vessel employed for the conveyance of passengers from one part of the United Kingdom to another or other parts thereof, or to any other person belonging to any such packet, boat, or vessel, who shall be nominated and approved of by the owners or directors thereof, residing in England, Scotland, or Ireland, such nomination and approval being signified by their writing and subscribing a certificate or declaration, to be delivered by them to the Commissioners or Assistant Commissioners of Excise of that part of the United Kingdom in which the owners or directors reside, or to such person as such Commissioners in England, or such Commissioner or Commissioners and Assistant Commissioners in Scotland and Ireland respectively shall appoint for that purpose, to supply, to the passengers on board such vessel, to be consumed by them in and on board thereof during the voyage on which such passengers shall be then conveyed, foreign wine, strong beer, cyder, perry, spirituous liquors, and tobacco; and such licence shall continue in force until the 5th July next

next ensuing the date thereof; and such licence shall be transferable, by an indorsement thereon of such transfer, subscribed by the person to whom and in whose name the same shall have been granted, his executors or administrators, or by any assignee thereof, his executors or administrators, to any other master or commander or any other person belonging to the vessel, or in case of the loss or breaking up of any such vessel before the expiration of any such licence, to the master, commander, or any other person belonging to any other vessel of the same owners, or company substituted in lieu of the said vessel in respect of which such licence was granted, by the owners of such vessels, or the directors of such company, such nomination, approval, and transfer being signified by the subscription of such owners as aforesaid, or their executors, administrators, or assigns, or of such directors, to such indorsement; and every such licence shall from year to year be renewed before the expiration of the licence granted for the preceding year, and shall fully authorize the person therein named, or his assignee, to supply, retail, and sell foreign wine, beer, cyder, perry, spirituous liquors, and tobacco, to be consumed in and on board of such vessel by the passengers thereof, during any voyage on which such passengers shall be conveyed while such licence shall continue in force. 9 Geo. 4. c. 47. § 1.

Duty on Licence. At the time of granting such licence, the owners, or directors of such packet, boat, or other vessel in respect of which such licence is applied for, shall cause to be paid to the Commissioners of Excise in England, or Commissioner of Commissioners and Assistant Commissioners of Excise in Scotland or Ireland, to whom such application shall be made, according to the residence of such owners, or directors aforesaid, or to the Collector of excise or other person appointed as aforesaid to grant the same, a duty of £1. § 2.

Selling Articles without Licence. If any person shall retail or sell, on board any packet, boat, or other vessel employed for the conveyance of passengers from one part of the United Kingdom to another part thereof, any foreign wine, strong beer, cyder, perry, spirituous liquors, or tobacco, without having taken out such licence as is by this act required, every such person shall for every such offence incur and be liable to a penalty of £10. § 3.

Regulations respecting Smuggling. Nothing in this act shall extend to repeal any regulation, or forfeiture in law in force at the time of passing this act, in respect of any person carrying, removing, hiding, concealing, or landing any spirits, or any other goods, on which the duties of excise chargeable and payable thereon have not been fully paid, or for any vessel used for that purpose. § 6.

Smacks. By Customs Order, dated 21st August, 1827, stating that, on an application on behalf of the owners of fishing smacks at Barking, in Essex, referring to 6 Geo. 4. c. 108. § 21. [page 358], restricting the number of hands to be employed on board vessels of that description, it is directed, that the strict provisions of the law should not be enforced against vessels of the above description, provided that they be *bona fide* employed in fishing and assisting ships in distress.

Registers. By Treasury Letter of 2d July, 1828, on an application of some ship-builders of Sunderland, representing the inconvenience to which they are subject, from being compelled to name and register the vessels built by them prior to removal to other ports for sale, or to remove the same in *ballast*, my Lords desire, with the view of remedying the grievances complained of, that a similar indulgence to that granted by the

the 12th section of the act 6 Geo. 4. c. 110. [page 342*] to vessels built in the British colonies, for owners residing in the United Kingdom before registry, may be given to vessels built in the United Kingdom, of carrying coastwise one cargo from the port where built to the proposed port of registry, upon an indorsement to that effect being made on the builder's certificate by the officers at the former port, and provided the cargo be accompanied by legal documents.

PASSENGERS.

What number of Passengers Ships sailing to British Possessions may take. No ship shall sail from any place in the United Kingdom, or in the islands of Guernsey, Jersey, Alderney, or Sark, or in the Isle of Man, on any voyage to or for any place in His Majesty's possession on the continent or islands of North America, with more persons on board than in the proportion of three persons for every four tons of the registered burthen of such ship, the master and crew being included in and forming part of such prescribed number; and no ship registered as having more than one deck shall carry any passengers upon any such voyage aforesaid, unless she shall be of the height of five feet and a half at the least between decks; and no ship registered as having only one deck shall carry any passengers upon any such voyage, unless a platform shall be laid beneath such deck in such a manner as to afford a space of the height of at least five feet and a half: provided always, that two children, each being under the age of fourteen years, or three children, each being under the age of seven years, or one child, being under the age of twelve months, with the mother of such child, shall in all cases be computed as one person, for the purposes hereinbefore and hereinafter mentioned. 9 Geo. 4. c. 21. § 1.

Provisions and Water. No ship carrying passengers on any such voyage to any place in His Majesty's possessions on the continent or islands of North America, shall clear out for such voyage from any port in the United Kingdom, or in the said islands of Guernsey, Jersey, Alderney, or Sark, or in the Isle of Man, until there shall be actually laden and on board such ship good and wholesome provisions for the use and consumption of the passengers, to the amount or in the proportion following; viz. a supply of pure water to the amount of fifty gallons for every person on board such ship, the master and crew included, such water being carried in sweet casks; and a supply of bread, biscuit, oatmeal, or bread stuffs, to the amount of fifty pounds weight at least for every passenger on board such ship. § 2.

Sea Stores between Decks. No ship proceeding on any such voyage, and having on board the whole number of passengers allowed by this act, shall carry any part of her cargo, provisions, water, or sea stores between decks; but it shall be lawful for any such ship, not having on board the whole number of passengers so allowed, to carry between decks, in respect of every passenger wanting of that number, any goods, provisions, water, or sea stores, not occupying more than three cubical feet in space. § 3.

List of Passengers. The master of every ship carrying passengers on any such voyage shall, before clearing out his said ship for such voyage from any place in the United Kingdom, or in the islands of Guernsey, Jersey, Alderney, or Sark, or in the Isle of Man, deliver
to

to the Collector or other principal officer of customs at such place a list in writing, specifying as accurately as may be the names, ages, and professions or occupations of all the passengers on board such ship, with the name of the place at which he the said master hath contracted to land each of the passengers; and such Collector or other chief officer of customs shall thereupon deliver to the master a counterpart of such list, signed by him the Collector or other chief officer; and the master shall exhibit the counterpart of his list to the Collector or other chief officer of His Majesty's customs at every place in His Majesty's possessions at which the passengers, or any of them, shall be landed, and shall deposit the same with such Collector or chief officer of customs at his final port of discharge in the said possessions. § 4.

Master landing Passengers improperly. If the master of any ship carrying any passengers on any such voyage shall, without his or her previous consent, land or put on shore, or shall cause to be landed or put on shore, any passenger at any place other than the place at which he may have contracted to land or put such passenger on shore, he the said master shall incur and become liable to a penalty of £20. for each passenger so landed or put on shore, to be recovered in a summary way before any two Justices of the Peace in and for any province, district, county, or place in any of His Majesty's possessions on the continent or islands of North America, on the complaint of any such person, and to be levied, by warrants under the hands and seals of such Justices, upon the goods of any such offender. § 5.

Penalty for infringing Act. If any ship carrying passengers on any such voyage from any place in the United Kingdom, or in the islands of Guernsey, Jersey, Alderney, or Sark, or in the Isle of Man, to or for any place in His Majesty's possession on the continent or islands of North America, shall carry any number of passengers exceeding by more than one person in fifty the proportion authorized and allowed by this present act; or if the cargo, provisions, water, or sea stores of any such ship, or any part thereof, be carried between decks, contrary to the provisions hereinbefore in that behalf made; or if any ship shall clear out or put to sea, not having on board such water and good and wholesome provisions as aforesaid, for the use and consumption of the said passengers, to the amount or in the proportion hereinbefore required; or if any such ship shall be cleared out from any place in the United Kingdom before such lists of passengers as hereinbefore mentioned have been delivered, in manner and form aforesaid, to such officer; or if any such list shall be wilfully false; the master of the ship shall be deemed guilty of a misdemeanour, and shall and may be prosecuted, tried, and convicted for the same, either in the county in the United Kingdom from which the ship shall have sailed on such voyage, or in any other county of the United Kingdom, or in either of the islands of Guernsey, Jersey, Alderney, Sark, or the Isle of Man, from which the ship shall have sailed on such voyage, or in any of His Majesty's possessions abroad to which such ship shall have sailed on such voyage: provided always, that nothing herein contained shall take away or abridge any right of suit or action which may accrue to any passenger in any such ship as aforesaid, or to any other person, in respect of any breach of any contract made by or on the behalf of any such passenger or other person with the master or owner thereof. § 6.

Master to enter into Bond.—Limitation of Actions. Before any ship carrying passengers shall clear out for any such voyage from any place
in

in the United Kingdom, or in the islands of Guernsey, Jersey, Alderney, or Sark, or in the Isle of Man, to or for any place in His Majesty's possession on the continent or islands of North America, the master of the ship shall enter into a bond to His Majesty, with one good and sufficient surety, to be approved by the Collector or other chief officer of customs at such port, in £1000, the condition of which bond shall be that the ship is sea-worthy, and that all the regulations prescribed by this act for the carriage of passengers shall be well and truly performed before and during such intended voyage, and that all penalties, fines, and forfeitures which the master of such ship may be sentenced or adjudged to pay for of the breach or non-performance, before or during such voyage, of any such regulations, shall be well and truly paid: provided always, that such bond shall be without stamps; and no such bond shall be put in suit; and no prosecution, suit, action, or information shall be brought under this act, or by reason of the breach of any of the provisions thereof, in any of His Majesty's possessions abroad, after the expiration of twelve calendar months next succeeding the commencement of any such voyage, nor in the United Kingdom or any of the islands before mentioned, after the expiration of twelve calendar months next after the return of the master to the place from which he sailed on such voyage. § 7.

Post Office Ships. Nothing in this act shall extend to any ship in the service of His Majesty's postmaster general. § 8.

Bahama Islands and West Indies. The Bahama Islands, and His Majesty's possessions in the West Indies, shall not be deemed to be comprised within the provisions aforesaid. § 9.

PILOTS AND PILOTAGE.

Pilots not to take Charge of Vessels within certain Limits. Any person belonging to the society of fellowship of Cinque Port Pilots, (except such pilots as shall be expressly licensed,) who shall take charge as a pilot of any vessel in the river Thames above or to the westward of the public landing place at Gravesend; and any person belonging to the society or fellowship who shall take charge as a pilot of any vessel in the river Medway westward of the Standgate Creek, shall be deemed to be acting out of the limits for which he is qualified, and beyond the extent of his qualification, and shall incur such penalties as under the provisions of the act of 6 Geo. 4. c. 125. [page 369.] can be incurred by any pilot acting out of the limits for which he is qualified, or beyond the extent of his qualification. 9 Geo. 4. c. 86.

QUARANTINE.

By Order in Council, dated August 3d, 1827, it is stated, that their lordships having received several applications on behalf of the gentlemen composing the *Royal Yacht Club*, praying that directions may be given for releasing from quarantine the yachts belonging to the club, which may from time to time arrive from the Mediterranean, and their lordships being of opinion that yachts belonging to that club may, without risk to the public health, be released from quarantine on the same conditions as His Majesty's ships of war: directions are given accordingly.

By

By Order in Council, dated Aug. 27, 1827, it is stated that their lordships have come to the determination of appointing *Medical Superintendants* at the regular quarantine ports, where it may be thought necessary, and of directing and empowering the superintendants of quarantine at those ports, under a certificate from the *Medical Superintendants*, that all persons on board are in good health, and that no danger is to be apprehended from any disease of a suspicious nature as to infection, having prevailed on board during the voyage, immediately to release from quarantine all vessels arriving under the following circumstances, *viz.*

1st. All vessels with clean bills of health having *non-enumerated* goods only on board, coming from any places in the Mediterranean, under the dominion or protection of Britain, or under the Dominion of France, Spain, Italy, Austria, or Sardinia.

2d. All vessels arriving with clean bills of health from any of the places above described, having on board any of the following enumerated goods, being the only enumerated goods, for which declarations of origin (*a*) are now required, *viz.*

Cotton,	Leather,
Wool,	Skins,
Silk,	Hides,
Flax,	Sponges,
Hemp,	Ostrich feathers,
Hair,	Cotton yarn,
Furs,	Mohair yarn,
Carpets,	

provided the master of such vessel shall produce certificates or declarations to prove that such goods are not the produce of Turkey, or of Africa within the Straits, or of West Barbary on the Atlantic, or that they are the produce of some other country.

3d. Vessels with clean bills of health arriving from any of the acknowledged Lazaret ports within the Straits, *viz.*

Malta,	Leghorn,
Ancona,	Genoa,
Venice,	Trieste,
Messina,	Marseilles,

and having enumerated goods on board provided the master of the vessel shall declare upon oath that he received the goods on board from the shore at such Lazaret port.

Directions are to be given to the superintendants at the quarantine stations at Milford, Liverpool, Standgate Creek and Deal, to release all vessels coming from any of the places above described, and under the circumstances above stated, having first put the usual quarantine questions, and having examined the master, crew, and passengers of such vessel, and having received from the medical superintendant a proper certificate.

The superintendant of quarantine, on releasing any vessel, shall deliver to the master of such vessel a certificate, signed by the said superintendant, according to the proper form, which certificate the

(a) See page 421.

master will produce at the port of entry, to the proper officer of customs, to whom he will pay the fee due thereon, previous to the vessel being admitted to entry.

That part of the fee which is payable to the fee fund of the Privy Council and Treasury, is to be disposed of as at present. The additional fee of £1. 1s. which is to be charged in future on every vessel released from quarantine, and which is to defray the expence of the medical superintendant, is to be placed to the credit of His Majesty's revenue of customs.

The superintendants of quarantine are directed to transmit in the usual manner the quarantine papers of the vessels which may be so released, together with the medical certificate and bill of health, for each vessel.

It is their lordships' desire, that the above regulations should be acted upon as soon as the medical superintendants shall have joined their respective stations.

The quarantine papers of vessels liable to quarantine, but not coming under any of the above regulations (as well as those of any vessels which may be detained under suspicious circumstances) are to be forwarded for the consideration of the Privy Council, in the manner hitherto practised.

Transports. By Order in Council, dated 27th November, 1827, transports are to be treated in all respects as men of war, both as regards their release from quarantine, fees, &c.; but if any suspicion of contagion arise, the superintendant of quarantine must, in such case, as a matter of course, place the vessel under quarantine, and take the advice of the medical attendant.

Yellow Flag. By Customs Letter, dated 1st December, 1827, it is stated, that the Lords of His Majesty's Privy Council have been pleased to signify that in all cases where sickness or death has occurred, or any suspicious circumstances have existed on board any vessel during the voyage, so as to make it necessary to call in a medical superintendant, the examining officer ought to cause the yellow flag to be hoisted, and if the vessel be released upon a medical certificate, the quarantine officer ought at the same time to give in his certificate of release, and the regular quarantine fee of £5. 14s. 6d. be charged upon the vessel being admitted to entry; but that the extra fee of £1. 1s. should not be charged where no other fee is due.

By Order in Council, dated 22d December, 1827, it is directed that, if it shall at any time appear that a death has occurred, or that any sickness has prevailed on board any vessel coming from a suspected place (as New Orleans and Charlestown appear to have been considered during during the last autumn), the pilot or tide-surveyor should, in conformity with the 5th section of the quarantine instructions to pilots, place such vessel under quarantine by ordering the yellow flag to be hoisted, and should also cause the vessel to proceed to the quarantine ground to be examined by the medical superintendant; and in such cases the regular quarantine fee should be paid on the vessel being admitted to entry. But in cases where the vessel shall be furnished with a clean bill of health, and no death or sickness shall have occurred during the voyage, the vessel not having been placed under quarantine, no quarantine fee is to be required.

MEDITERRANEAN

MEDITERRANEAN PASSES.

No Mediterranean pass shall be issued for the benefit of any person, as being an inhabitant of Malta or of Gibraltar, but not being a person entitled to be an owner of a British registered ship, unless such person shall have resided at Malta or at Gibraltar respectively upwards of fifteen years prior to the 10th October, 1827. 9 Geo. 4. c. 76. § 9.

WAREHOUSING.

How Foreign and East India Sugar may be delivered to be Refined. Upon the application of any person actually carrying on the business of a sugar refiner in the ports of London, Liverpool, Bristol, or Glasgow, and having two pans at least at work upon the same premises, it shall be lawful for the officers of the customs at those ports respectively, at any time before July 5, 1829, to deliver to such person any quantity of foreign sugar, or of sugar the produce of the East Indies, not exceeding the quantity hereinafter expressed, to be by him refined, under the regulations and upon the conditions hereinafter mentioned, and upon payment of the following duties, viz.

Brown or Muscovado or Clayed Sugar, not being of greater value than the average price of Sugar of the British plantations in America, the cwt.	Duty	1	7	0
.... and further, in respect of every shilling by which such sugar shall be of greater value than such average price, the cwt.	Duty	0	0	9

§ 1.

Mode of ascertaining Average Price of Sugar.—Accounts of Quantities bought and sold. The prices of brown or Muscovado sugar, the produce of the British possessions in America, shall from time to time be ascertained and taken in manner hereinafter mentioned; viz. every importer of such sugar within the city of London or the bills of mortality, who shall, by himself or his sworn broker or other agent acting in his behalf, buy or sell any such brown or Muscovado sugar, shall, by himself or his sworn broker or other agent acting in his behalf, deliver in, upon oath before the Lord Mayor or any of the Aldermen of the city of London (which oath the said Lord Mayor or Aldermen are hereby respectively authorized to administer), to the clerk of the Grocers' Company, on or before Tuesday in every week, a true account of the quantities of such brown or Muscovado sugar bought or sold by him or his sworn broker or other agent acting in his behalf, in the preceding week, specifying the name of the ship in which such sugar was imported, and the name of the master of such ship, and also the marks and packages, and the sum total of the net landing weights of such sugar, as far as the same can be made out, and the price paid for each quantity respectively, exclusive of the duty of customs; and the clerk of the Grocers' Company is hereby required to compute and make up in every week, from the accounts so delivered to him of the quantities and prices of such sugar bought or sold by the said importer, or his sworn broker or agent, in the

the week immediately preceding, the average price of such sugar, and shall cause such average price to be published every Friday in the London Gazette; and such average price shall be deemed to be the price of brown or Muscovado sugar for the purposes of this act. 9 Geo. 4. c. 93. § 2.

Register Book. A register or book shall be kept by the clerk of the Grocers' Company, containing all the accounts so received by him from time to time from the importer or sworn broker or agent acting, and of the average prices by him computed and made up from the same; which register or book shall and may at convenient times be inspected by any person whatever, upon paying the fee of one shilling and no more for the same. § 3.

Clerk negligent. If the clerk of the Grocers' Company shall neglect to do what he is required by this act to do, he shall forfeit for every such neglect £50, to be recovered by action of debt, bill, plaint, or information, in any of His Majesty's Courts of Record at Westminster, wherein no essoign, protection, wager of law, or any more than one imparlance shall be granted or allowed. § 4.

Importers or Brokers not making due Returns. If any importer or sworn broker or agent acting in his behalf, shall refuse or neglect to deliver in upon oath a true account of the quantities of brown and Muscovado sugar by him bought or sold, specifying the name of the ship in which such sugar was imported, and the name of the master of such ship, and also the marks and packages, and the sum total of the net landing weights of such sugar, as far as the same can be made out, and the price paid for each quantity, as hereinbefore required, he, being the actual buyer or seller of such sugar, shall forfeit for every cask of sugar for which he shall so refuse or neglect to deliver in an account £5 to any one who will prosecute and sue for the same, to be recovered before the Lord Mayor or an Alderman of the said city, on the oath of any one or more credible witness. § 5.

How Sugar entered for Payment of Duty may be seized. It shall be lawful for the officers of customs to detain any sugar entered for the payment of such duties, and within five days from the time of such detention to take the same for the use of the crown; and for every hundred weight of sugar which shall be so taken there shall be paid to the proprietor thereof, in full satisfaction for the same, a sum of money to be computed in manner following, viz. If such sugar shall have been entered as not being of greater value than the average price of British plantation sugar, then the sum to be paid shall be two shillings the hundred weight less than such average price; and if such sugar shall have been entered as being of greater value than such average price, then there shall be added to such sum the number of shillings by which such sugar shall have been entered as being of greater value than such average price; and there shall also be returned to such proprietor the duty which had been paid upon the entry of such sugar. § 6.

Entry—Bond—Situation of Premises. Upon the entry of any sugar for duty, under this act, the person entering the same shall give bond to the satisfaction of the officers of the customs, in the penalty of twenty shillings for every one hundred weight of such sugar; that the whole of such sugar shall be actually subjected to the process of refinement; and that, within four months from the time and date of such bond, for every hundred weight of sugar so entered and taken to be refined, there shall be by him exported, or delivered into warehouse to be exported, one hundred and

seven pounds of refined sugar and treacle in the following relative proportions, *viz.* if such sugar shall be entered as not being of greater value than the average price of sugar as aforesaid, then there shall be so exported or delivered sixty-one pounds of refined sugar in loaves or lumps, eighteen pounds of bastard sugar, and twenty-eight pounds of treacle; and for every shilling by which such sugar shall be entered as being of greater value than such average price there shall be so exported or delivered three pounds the more of refined sugar in loaves or lumps, and one pound the less of bastard sugar, and two pounds the less of treacle: provided always, that no entry for any such sugar shall be made except in the name of the refiner on whose premises the same is to be refined, nor unless the situation of such premises be stated in such entry.

§ 7.

Marking of Packages—Cart Notes—Undue Removal. Before any package of sugar be delivered for the purposes of this act, the officers of customs shall mark the same in some conspicuous manner, and shall also upon request delivered to the carrier of the same a cartage note, setting forth the particulars of every package so delivered, the time of delivery, and the description or situation of the premises to which the same is to be conveyed; and if any sugar delivered for the purposes of this act be found without such mark on the package, or removing without a proper cartage note for the same, or unloading at any place other than the place to which it ought to have been taken, or out of the line of road leading to such place, such sugar shall be forfeited, and the person to whom such sugar was delivered to be refined shall also forfeit £100 in respect of every package of sugar so forfeited or liable forfeiture. § 8.

Quantity of Sugar to be delivered. No greater quantity of sugar shall be delivered, under the authority of this act, to any person, so as to be at any one time in his possession, than one thousand hundred weight for every pan actually at work upon his premises: provided that every quantity of refined sugar by him exported, or warehoused to be exported, shall be deemed to be sugar no longer in his possession, and shall be deducted from the quantities which had been delivered to him as aforesaid. § 9.

Foreign Cards. No playing cards which, having been made out of the United Kingdom, shall be imported into any part thereof, shall be deposited in any warehouse pursuant to 6 Geo. 4. c. 112. [page 424.] unless the name and place of residence of the foreign maker of such cards be printed or marked in distinct and legible characters on one card of every pack of such cards, and on every wrapper thereof; and if any one or more of such cards, or any wrapper, jew, label, or other paper, matter, or thing, enclosing, annexed to, or deposited with any one or more of such cards, shall be printed or marked in any way with the name of any maker of cards duly licensed within the United Kingdom, such cards shall not be permitted to be warehoused under the said act; and all such foreign cards, wrappers, jews, labels, and other things on which the name and place of residence of the foreign maker thereof shall not be printed or marked in distinct and legible characters as aforesaid, or on any of which shall be printed or marked the name of any maker of cards duly licensed within the United Kingdom, shall be forfeited, and may be seized by any officer of customs or excise, and proceeded upon to condemnation, according to any laws of customs or excise then in force. § 33.

How Silks, Linens, &c. to be delivered out to be cleaned, &c. also Rice

to be cleaned. It shall be lawful for the Commissioners of Customs to permit any stuffs or fabrics of silk, linen, cotton, or wool, or of any mixture of them or of any of them, with any other material, to be taken out of warehouse to be cleaned, refreshed, dyed, stained, or calendered, or to be bleached or printed, without payment of duty of customs, under security, nevertheless, by bond to their satisfaction, that such goods shall be returned to the warehouse within the time that they shall appoint; and it shall be lawful for the said Commissioners, in like manner and under like security, to permit any *Rice*, the produce of places within the limits of the East India Company's charter, to be delivered out of warehouse to be cleaned, making such allowance for waste as to the said Commissioners shall appear to be reasonable. 9 Geo. 4. c. 76. § 14.

How Corn, &c. to be Warehoused. All corn, grain, meal, or flour, or other ground corn, may be imported into the United Kingdom to be warehoused under the regulations of the act 6 Geo. 4. c. 112. [page 424.] or of any act in force for the time being made for the warehousing of goods, without payment of duty at the time of the first entry thereof, or notwithstanding that such goods may be prohibited to be imported for home use. § 15.

Rum. By Treasury Letter, dated 10th March, 1828, it is stated, that applications having been made from the West India merchants and planters for a continuance of the indulgence granted by the minute of the 2d April, 1824, and continued by the letter of the 3d April, 1827, with respect to the duty upon rums imported subsequently to the 1st March, 1824, it is directed under existing circumstances that the indulgence be continued for one year from the 5th April, 1828.

Period of Warehousing. By Treasury Letter, dated 30th May, 1828, all goods remaining in bond are to continue in warehouse for one year, from the 12th instant.

Tea. It shall not be lawful to send any tea from Great Britain to Ireland, nor to deliver any tea out of any warehouse in Great Britain for the purpose of being sent to Ireland, until full the duty of excise on such tea shall have been paid. 9 Geo. 4. c. 44. § 3.

Barnstaple. By Treasury Warrant, dated February, 1828, the port of Barnstaple is approved as a warehousing port for all goods except tobacco, East India goods, and sugar.

Chepstow. By Customs Letter, dated 23d June, 1828, the port of Chepstow is approved as a warehousing port for timber, deals, hemp, linseed, staves, tallow, and tar.

Chester. By Treasury Letter, 24th September, 1827, the port of Chester is approved as a warehousing port for rum.

Goole, near Hull. By Customs Letter, dated 21st June, 1828, the port of Goole, formerly a creek within the port of Hull, but now established as a separate port, is to be a warehousing port for all articles except tobacco and snuff.

SMUGGLING.

How suspected Persons may be detained. In all cases where any person shall be detained for any offence against the laws now in force or hereafter to be made for the prevention of smuggling, or relating to the revenue of customs or excise, and shall be taken before one or more justices of the peace, to be dealt with according to law, if it appear to

such justice or justices that there is reasonable cause to detain such person, such justice or justices may order such person to be detained a reasonable time, as well before as after any information has been exhibited against such party, and at the expiration of such time any two or more justices may proceed finally to hear and determine the matter. 9 Geo. 4. c. 76. § 7.

ISLE OF MAN.

Spirits. No spirits or strong waters shall be imported into the Isle of Man, other than such and so much as may and shall be imported with the licence of the commissioners of customs under the provisions of the act 6 Geo. 4. [page 466]; and this prohibition shall be obeyed and enforced in like manner as if the same were set forth in the schedule of prohibitions: provided always, that it shall be lawful for the commissioners to grant leave from time to time for the importation into the said island in reasonable quantities of perfumed or medicinal spirits.

Certificate, &c. of Produce. Before any goods shall be shipped in the Isle of Man for exportation to the United Kingdom, as being the produce or manufacture of that island, proof shall be made by the written affidavit of some competent person, to the satisfaction of the collector and comptroller of customs at the port of shipment, that such goods, describing and identifying the same, are the produce or the manufacture, as the case may be, of the said island, and in such affidavit shall be stated the name of the person by whom such goods are intended to be entered and shipped, and such person at the time of entry (not being more than one month after the date of such affidavit) shall make oath before such collector or comptroller, that the goods to be shipped in virtue of the entry are the same as are mentioned in such affidavit; and thereupon the collector and comptroller shall, on demand, give to the master of the ship in which the goods are to be exported a certificate of such proof of produce or of manufacture having been made in respect of such goods, describing the same, and setting forth the name of the exporter and of the exporting ship, and of the master thereof, and the destination of the goods; and such certificate shall be received at the port of importation in the United Kingdom, instead of the certificate of the governor, lieutenant governor, or commander in chief of the said island, required by the act 6 Geo. 4. c. 107. [page 95.] 9 Geo. 4. c. 76. § 28.

GUERNSEY, JERSEY, ALDERNEY, SARK, AND MAN.

Prohibited Goods. No goods which are prohibited to be imported into the United Kingdom from foreign countries shall be imported from any of the Islands of Guernsey, Jersey, Alderney, Sark, or Man, although the manufacture of any of those Islands, if the materials of which such goods be made are the produce of any foreign country: and this prohibition shall be obeyed and enforced in like manner as if the same were set forth in the table contained in the act 6 Geo. 4. c. 107. [pages 17—20] for the general regulation of the customs. 9 Geo. 4. c. 76. § 5.

Wine.

Wine. So much of the act 6 Geo. 4. [page 473.] as restricts the importation of wine, except in certain quantities, into the Islands of Guernsey, Jersey, Alderney, or Sark, is hereby *repealed*. 9 Geo. 4. c. 76. § 25.

NETHERLANDS.

Salt. By Order in Council, dated 3d April, 1828, directions are given to suspend, until further order, the operation of His Majesty's Order in Council of the 30th January, 1826, for levying an additional duty on Netherland vessels exporting salt, so far as respects the article of rock salt. See page 506.

SPAIN.

As to trading with British Possessions, see AMERICA—BRITISH POSSESSIONS in this Supplement.

GREECE.

By Order in Council, dated 16th November, 1827, instructions are to be issued forthwith to His Majesty's naval forces in the Mediterranean, authorizing and directing them to seize and send into some port belonging to, or being under the power and protection of His Majesty, every armed vessel which they shall meet with at sea under the Greek flag, or fitted out and armed at any Greek port, such ships of war only excepted as are belonging to or acting under the orders of the persons exercising the powers of government in Greece, and that they shall duly provide that all such vessels with their crews shall be safely detained in the ports to which they may be sent, until His Majesty's further pleasure respecting them shall be made known. And, with a view to prevent as much as possible any hardships or inconveniences that may arise in the execution of this order, as it may affect any Greek cruizers, which being at sea at the time when this order will take effect in the Mediterranean, may not receive immediate notification thereof, it is further ordered, that the commanders of His Majesty's ships who may be charged with the execution of this order, shall, in the event of their meeting with any armed vessels at sea bearing the Greek flag, that may be liable to the operation of this order, between the day upon which the order shall be notified to the persons exercising the authorities of government in Greece, and fifteen days from the date thereof, furnish them with certified copies of this order, and warn them to proceed forthwith to their respective ports, and that such armed vessels shall not be detained until the expiration of the said fifteen days, unless it shall appear that after such notification of the order and warning they shall not have complied therewith, or shall have been guilty of plundering or searching any trading vessel under the British flag.

AMERICA.

AMERICA.—BRITISH POSSESSIONS.

Entry. Upon the entry outwards of any goods in any of the British possessions in America, to be exported to any other of such possessions or to the United Kingdom, it shall be stated in such entry either that such goods are the produce of the British possessions in America, or that they are of foreign production, as the case may be; and if any goods not being the produce of any of the British possessions in America be stated in such entry to be such produce, the same shall be forfeited; and no goods shall be stated in the certificate of the clearance of any ship from any British possessions in America to be the produce of such possessions, unless such goods shall have been expressly stated so to be in the entry outwards; and all goods not expressly stated in such certificate of clearance to be the produce of the British possessions in America shall, at the place of importation in any other such possessions, or in the United Kingdom, be deemed to be of *foreign* production. 9 Geo. 4. c. 76. § 22.

Certain Warehouse Goods Duty free. The several sorts of goods hereinafter enumerated, having been warehoused in the United Kingdom, viz. corn, grain, seeds, meal, flour, bread, biscuit, rice, fruits, pickles, woods of all sorts, hemp, flax, tow, oakum, pitch, tar, rosin, turpentine, ochres, brimstone, saltpetre, gums, drugs, vegetable oils, burr stones, dog stones, hops, cork, sago, tapioca, sponge, sausages, cheese, cider, wax, spices, tallow, being imported into any of the British possessions in America direct from the warehouse in the United Kingdom, shall be so imported *duty free*; and horses, mules, asses, neat cattle, and all other live stock, shall be imported or brought into the said possessions *duty free*; and tallow and raw hides brought by land or by inland navigation into any of the said possessions shall be so brought *duty free*. § 23.

Wheat to be ground into Flour. Upon the entry of any wheat to be warehoused in any warehousing port in the British possessions in America, it shall be lawful for the officers of customs, instead of requiring that such wheat shall be forthwith lodged in the warehouse, to deliver the same to the importer or proprietor thereof to be first ground into flour, and also to deliver any warehoused wheat to be ground into flour, under condition, by bond to the satisfaction of the said officers, that within three months from the date of the bond there shall be lodged in the warehouse one barrel of good and merchantable flour in return for every five bushels of wheat so delivered; and such flour so warehoused shall be held to be flour imported and warehoused under the regulations of the said last-mentioned act. § 24.

Demarara, Essequibo, and Berbice. By Treasury Letter, dated Nov. 19, 1827, with reference to certain estates in Demarara, Essequibo, and Berbice, mentioned in the act 7 and 8 Geo. 4. c. 56. § 40. [page 615.] is directed, that the officers of the customs at those colonies shall grant certificates of British origin for the produce of every such mortgaged estate, on their being satisfied by affidavit, or other satisfactory evidence, that none of the supplies for that estate have, for the term of six months at least, been received from the Netherlands, and that the Dutch mortgagee does not require that the produce shall be sent to the Netherlands. The officers of the customs are also, in order to prevent any improper use of this indulgence, to apprise those parties who may avail themselves of it, that any estate which having once availed itself of this permission to send

send its produce to this country shall hereafter receive any part of its supplies from Holland, or of which any part of its produce shall hereafter be exported to Holland, will immediately cease to enjoy the benefit of this indulgence, and that the British government reserves to itself the right of withholding, if it shall think fit, any renewal of the indulgence of such estate.

How Ships of United States may export Salt and Fruit from Anguilla. By Order in Council, dated January 26, 1828, it is declared, that it shall be lawful for ships of the United States of America arriving in ballast at any place in the island of Anguilla, in which a custom-house is or shall be established, to export salt and fruit, or either of them, from any place, to be carried to any foreign country whatever; subject, nevertheless, to the payment of all such duties as by any law in force within the said island are or shall be payable upon such ships, or upon the exportation of any such salt or fruit. This order to take effect and be in force in the said island of Anguilla so soon as the governor, or the officer administering the government of His Majesty's island of St. Christopher's for the time being, shall have made known the same to the inhabitants of the said island of Anguilla, by a proclamation to be by him for that purpose issued, and not before.

Pictou and Sydney. By Order in Council, dated February 13, 1828, the provisions of the act 6 Geo. 4. c. 114. [page 599.] respecting free ports, are extended to the ports of Pictou and Sydney, in the province of Nova Scotia.

Spanish Ships. By Order in Council, dated April 28, 1828, Spanish ships may import into any of the British possessions abroad, from the colonies and foreign possessions of His Most Catholic Majesty, goods the produce of those colonies and possessions, and to export goods from such British possessions abroad, to be carried to any foreign country whatever.

MEXICO.—FOREIGN POSSESSIONS.

TREATY of Amity, Commerce, and Navigation, between Great Britain and Mexico. Signed at London, December 26, 1826.

1. *Peace established.* There shall be perpetual amity between the dominions and subjects of His Majesty the King of the United Kingdom of Great Britain and Ireland and the United States of Mexico and their citizens.

2. *Freedom of Commerce and of Residence.* There shall be, between all the territories of His Britannic Majesty in Europe and the territories of Mexico, a reciprocal freedom of commerce. The inhabitants of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all places and rivers in the territories aforesaid, saving only such particular ports to which other foreigners shall not be permitted to come, to enter into the same, and to remain and reside in any part of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and, generally, the merchants and traders of each nation, respectively, shall enjoy the most complete protection and security for their commerce.

Ships of War and Post Office Packets. In like manner, the respective ships

ships of war, and post office packets of the two countries, shall have liberty freely and securely to come to all harbours, rivers, and places, saving only such particular ports (if any) to which other foreign ships of war and packets shall not be permitted to come, to enter into the same, to anchor, and to remain there and refit; subject always to the laws and statutes of the two countries, respectively.

Coasting Trade. By the right of entering the places, ports, and rivers mentioned in this article, the privilege of carrying on the coasting trade is not understood, in which national vessels only are permitted to engage.

3. *Dominions out of Europe.* His Majesty the King of the United Kingdom of Great Britain and Ireland engages further, that the inhabitants of Mexico shall have the like liberty of commerce and navigation stipulated for in the preceding article, in all his dominions situated out of Europe, to the full extent in which the same is permitted at present, or shall be permitted hereafter, to any other nation.

4. *Duties, Charges, and Prohibitions in Great Britain.* No higher or other duties shall be imposed on the importation into the dominions of His Britannic Majesty, of any article of the growth, produce, or manufacture of Mexico, and no higher or other duties shall be imposed on the importation into the territories of Mexico, of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country; nor shall any other or higher duties or charges be imposed in the territories or dominions of either of the contracting parties, on the exportation of any articles to the territories of the other, than such as are or may be payable on the exportation of the like articles to any other foreign country; nor shall any prohibition be imposed upon the exportation of any articles the growth, produce, or manufacture of His Britannic Majesty's dominions, or of the said territories of Mexico, to or from the said dominions of His Britannic Majesty, or to or from the said territories of Mexico, which shall not equally extend to all other nations.

5. *Local Charges.* No higher or other duties or charges on account of tonnage, light or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of Mexico, on British vessels, than those payable in the same ports by Mexican vessels; (a) nor, in the ports of His Britannic Majesty's territories, on Mexican vessels, than shall be payable, in the same ports, on British vessels.

6. *Duties, Bounties, &c. in Mexico.* The same duties shall be paid on the importation into the territories of Mexico, of any article the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such importation shall be in Mexican (a) or in British vessels; and the same duties shall be paid on the importation into the dominions of His Britannic Majesty, of any article the growth, produce, or manufacture of Mexico, whether such importation shall be in British or in Mexican vessels. The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation to Mexico of any articles of the growth, produce, or manufacture of His Britannic Majesty's dominions, whether such exportation shall be in Mexican or in British vessels; and the same duties shall be paid, and the same bounties and

(a) See additional articles at the end of this Treaty.

drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of Mexico, to His Britannic Majesty's dominions, whether such exportation shall be in British or in Mexican vessels.

7. *Definition of British and Mexican Vessels.* In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or Mexican (a) vessel, it is hereby agreed that all vessels built in the dominions of His Britannic Majesty, or vessels which shall have been captured from an enemy by His Britannic Majesty's ships of war, or by subjects of His said Majesty furnished with letters of marque by the Lords Commissioners of the Admiralty, and regularly condemned in one of His said Majesty's Prize Courts as a lawful prize, or which shall have been condemned in any competent court for the breach of the laws made for the prevention of the slave trade, and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels: and that all vessels built in the territories of Mexico, or captured from the enemy by the ships of Mexico, and condemned under similar circumstances, and which shall be owned by any citizen or citizens thereof, and whereof the master and three-fourths of the mariners are citizens of Mexico, excepting where the laws provide for any extreme cases, shall be considered as Mexican vessels.

Registers, Passports, and Sea Letters. And it is further agreed, that every vessel, qualified to trade as above described, under the provisions of this treaty, shall be furnished with a register, passport, or sea letter, under the signature of the proper person authorized to grant the same, according to the laws of the respective countries (the form of which shall be communicated), certifying the name, occupation, and residence of the owner or owners, in the dominions of His Britannic Majesty, or in the territories of Mexico, as the case may be; and that he, or they, is, or are, the sole owner or owners, in the proportion to be specified; together with the name, burthen, and description of the vessel, as to built and measurement, and the several particulars constituting the national character of the vessel, as the case may be.

8. *Right of Free Trade—Protection of Property.* All merchants, commanders of ships, and others, the subjects of His Britannic Majesty, shall have full liberty, in all the territories of Mexico, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes than those employed by Mexicans, nor to pay them any other salary or remuneration than such as is paid, in like cases, by Mexican citizens; and absolute freedom shall be allowed, in all cases, to the buyer and seller, to bargain and fix the price of any goods, wares, or merchandize, imported into, or exported from Mexico, as they shall see good, observing the laws and established customs of the country. The same privileges shall be enjoyed in the dominions of His Britannic Majesty, by the citizens of Mexico, under the same conditions.

The citizens and subjects of the contracting parties, in the territories of each other, shall receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries, respectively, for the prosecution and defence of their just rights; and they shall be at liberty to employ, in all

(a) See additional articles at the end of this Treaty.

causes, the advocates, attornies, or agents of whatever description, whom they may think proper; and they shall enjoy, in this respect, the same rights and privileges therein, as native citizens.

9. *Disposal of Private Property by Will, &c.* In whatever relates to the succession to personal estates, by will or otherwise, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions and territories, the same privileges, liberties, and rights, as native subjects; and shall not be charged, in any of these respects, with any higher imposts or duties, than those which are paid, or may be paid, by the native subjects or citizens of the power in whose dominions or territories they may be resident.

10. *Local Dues on Landing and Shipping—Military Service, Loans, &c.* In all that relates to the police of the ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the subjects of His Britannic Majesty, and the citizens of Mexico, respectively, shall be subject to the local laws and regulations of the dominions and territories in which they may reside. They shall be exempted from all compulsory military service, whether by sea or land. No forced loans shall be levied upon them; nor shall their property be subject to any other charges, requisitions, or taxes, than such as are paid by the native subjects or citizens of the contracting parties in their respective dominions.

11. *Consuls.* It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party: but, before any consul shall act as such, he shall, in the usual form, be approved and admitted by the government to which he is sent; and either of the contracting parties may except from the residence of consuls such particular places as either of them may judge fit to be excepted. The Mexican diplomatic agents and consuls shall enjoy, in the dominions of His Britannic Majesty, whatever privileges, exceptions, and immunities are or shall be granted to agents of the same rank belonging to the most favoured nation: and, in like manner, the diplomatic agents and consuls of His Britannic Majesty in the Mexican territories shall enjoy, according to the strictest reciprocity, whatever privileges, exceptions, and immunities are or may be granted to the Mexican diplomatic agents and consuls in the dominions of His Britannic Majesty.

12. *War—Time for Departure, &c.* For the better security of commerce between the subjects of His Britannic Majesty and the citizens of the Mexican States, it is agreed that if, at any time, any interruption of friendly intercourse, or any rupture should unfortunately take place between the two contracting parties, the merchants residing upon the coasts shall be allowed six months, and those of the interior a whole year, to wind up their accounts, and dispose of their property; and a safe conduct shall be given them to embark at the port which they shall themselves select. All those who are established in the respective dominions and territories of the two contracting parties, in the exercise of any trade or special employment, shall have the privilege of remaining and continuing such trade and employment therein, without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably, and commit no offence against the laws; and their goods and effects, of whatever description they may be, shall not be

be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property, belonging to the native subjects or citizens of the respective dominions or territories in which such subjects or citizens may reside. In the same case, debts between individuals, public funds, and the shares of companies, shall never be confiscated, sequestered, or detained.

13. *Religious Privileges.* The subjects of His Britannic Majesty, residing in the Mexican territories, shall enjoy, in their houses, persons, and properties, the protection of the government; and, continuing in possession of what they now enjoy, they shall not be disturbed, molested, or annoyed, in any manner, on account of their religion, provided they respect that of the nation in which they reside, as well as the constitution, laws, and customs of the country. They shall continue to enjoy, to the full, the privilege already granted to them of burying, in the places already assigned for that purpose, such subjects of His Britannic Majesty as may die within the Mexican territories; nor shall the funerals and sepulchres of the dead be disturbed in any way, or upon any account. The citizens of Mexico shall enjoy in all the dominions of His Britannic Majesty, the same protection, and shall be allowed the free exercise of their religion, in public or private, either within their own houses, or in the chapels and places of worship set apart for that purpose.

14. *Civil Privileges.* The subjects of His Britannic Majesty shall, on no account or pretext whatsoever, be disturbed or molested in the peaceable possession and exercise of whatever rights, privileges, and immunities they have at any time enjoyed within the limits described, and laid down in a convention, signed between His said Majesty and the King of Spain, on the 14th of July, 1786; whether such rights, privileges, and immunities shall be derived from the stipulations of the said convention, or from any other concession which may, at any time, have been made by the King of Spain, or his predecessors, to British subjects and settlers residing and following their lawful occupations within the limits aforesaid: the two contracting parties reserving, however, for some more fitting opportunity, the further arrangements on this article.

15. *Slave Trade.* The government of Mexico engages to co-operate with His Britannic Majesty for the total abolition of the slave trade, and to prohibit all persons inhabiting within the territories of Mexico, in the most effectual manner, from taking any share in such trade.

16. *Further Articles.* The two contracting parties reserve to themselves the right of treating and agreeing hereafter, from time to time, upon such other articles as may appear to them to contribute still further to the improvement of their mutual intercourse, and the advancement of the general interests of their respective subjects and citizens; and such articles as may be so agreed upon, shall, when duly ratified, be regarded as forming a part of the present treaty, and shall have the same force as those now contained in it.

17. *Ratification.* The present treaty shall be ratified, and the ratifications shall be exchanged at London, within the space of six months or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto their respective seals.

Done at London, the 26th day of December, in the year of our Lord 1826.

WILLIAM HUSKISSON.
JAMES J. MORIER.

SEBASTIAN CAMACHO.

ADDITIONAL ARTICLES.

1. *Mexican Vessels.* Whereas in the present state of Mexican shipping, it would not be possible for Mexico to receive the full advantage of the reciprocity established by the articles 5. 6. 7. of the treaty signed this day, if that part of the 7th article which stipulates that, in order to be considered as a Mexican ship, a ship shall actually have been *built* in Mexico, should be strictly and literally observed, and immediately brought into operation, it is agreed that, for the space of ten years, to be reckoned from the date of the exchange of the ratifications of this treaty, any ships, *wheresoever built*, being *bonâ fide* the property of, and wholly owned by, one or more citizens of Mexico, and whereof the master and three-fourths of the mariners, at least, are also natural born citizens of Mexico, or persons domiciliated in Mexico, by act of the government, as lawful subjects of Mexico, to be certified according to the laws of that country, shall be considered as Mexican ships; His Majesty the King of the United Kingdom of Great Britain and Ireland, reserving to himself the right, at the end of the said term of ten years, to claim the principle of reciprocal restriction stipulated for in the article 7. above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity, in favour of Mexican shipping.

2. *Duties, &c.* It is further agreed that, for the like term of 10 years, the stipulations contained in articles 5. and 6. of the present treaty shall be suspended; and in lieu thereof, it is hereby agreed that, until the expiration of the said term of 10 years, British ships entering into the ports of Mexico, from the United Kingdom of Great Britain and Ireland, or any other of His Britannic Majesty's dominions, and all articles the growth, produce, or manufacture of the United Kingdom, or of any of the said dominions, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable, in the said ports, by the ships, and the like goods, the growth, produce, or manufacture of the most favoured nation: and, reciprocally, it is agreed that Mexican ships, entering into the ports of the United Kingdom of Great Britain and Ireland, or any other of His Britannic Majesty's dominions, from any port of the states of Mexico, and all articles the growth, produce, or manufacture of the said states, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable, in the said ports, by the ships and the like goods, the growth, produce, or manufacture of the most favoured nation; and that no higher duties shall be paid, or bounties or drawbacks allowed, on the exportation of any article the growth, produce, or manufacture of the dominions of either country, in the ships of the other, than upon the exportation of the like articles in the ships of any other foreign country.

It being understood that, at the end of the said term of 10 years, the stipulations of the said 5th and 6th articles shall, from thenceforward, be in full force between the two countries.

The present additional articles shall have the same force and validity as if they were inserted, word for word, in the treaty signed this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto their respective seals.

Done at London, the 26th day of December, in the year of our Lord 1826.

WILLIAM HUSKISSON.

SEBASTIAN CAMACHO.

JAMES J. MORIER.

RIO DE LA PLATA, MEXICO, AND COLOMBIA.

As to exemptions from South Sea customs duties on articles of the growth, &c. of Rio de la Plata, see below.

Duties, Drawbacks, Bounties, &c. By Order in Council, dated September 3, 1827, it is ordered, that vessels of the united provinces of Rio de la Plata, of the state of Colombia, and of the united states of Mexico, respectively, entering the ports of the United Kingdom of Great Britain and Ireland in ballast, or laden direct from any of the ports of Rio de la Plata, Colombia, and Mexico respectively, or departing from the ports of the said United Kingdom, together with the cargoes on board the same, such cargoes consisting of articles which may be legally imported or exported, shall not be subject to any other or higher duties or charges whatever than are or shall be levied on British vessels entering or departing from such ports, or on similar articles when imported into, or exported from, such ports in British vessels; and also such articles, when exported from the said ports in vessels of the United provinces of Rio de la Plata, of the state of Colombia, and of the united states of Mexico respectively, shall be entitled to the same bounties, drawbacks, and allowances that are granted on similar articles when exported in British vessels.

Local Dues, &c. Provided nevertheless, that nothing herein shall extend to any duties or charges on account of tonnage, light or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges to which any vessels of the united provinces of Rio de la Plata, of the burthen of one hundred and twenty tons, or of any less burthen, are now by law liable, in the ports of any of His Majesty's dominions; it appearing to His Majesty and his Privy Council, that British vessels, of the burthen of one hundred and twenty tons, or of any less burthen, are subject in the ports of the said united provinces to higher duties and charges than are levied in those ports on vessels of the said united provinces of the burthen of one hundred and twenty tons, or of any less burthen.

SOUTH SEA.

Duties. By Treasury Letter, dated 12th March, 1828, directions are given to discontinue levying the South Sea customs duty on articles of the growth, produce, or manufacture, of the united provinces of Rio de la Plata. See page 645.

C. Baldwin, Printer,
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IMPORT AND EXPORT GUIDE,
By CHARLES POPE.

FOURTEENTH EDITION,
SEPTEMBER 1, 1828;
ACCOMPANIED BY MAPS.
